

Vol. LXIII No. 6

DECEMBER 1961

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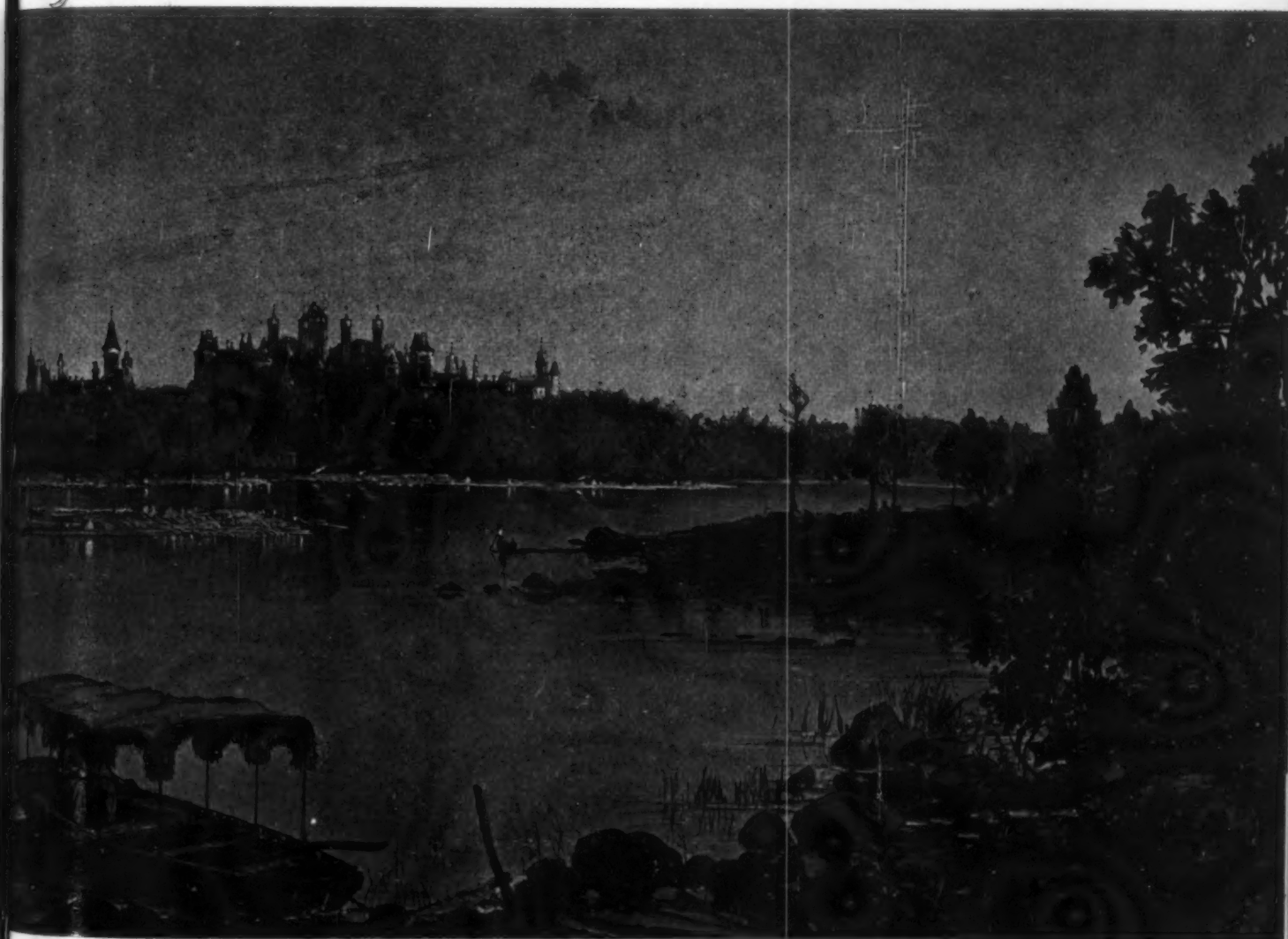
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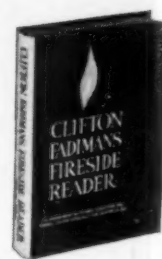


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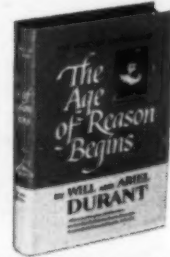
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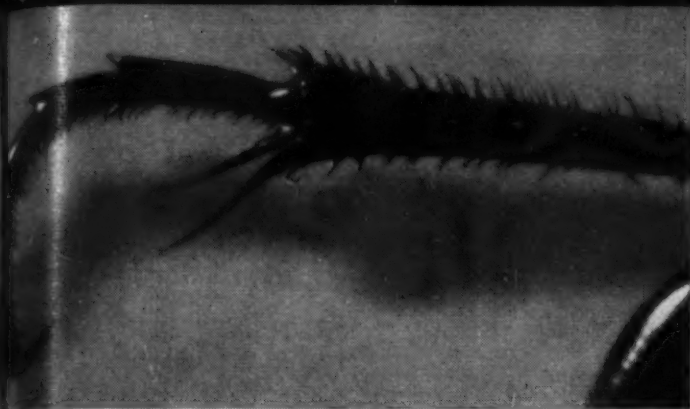
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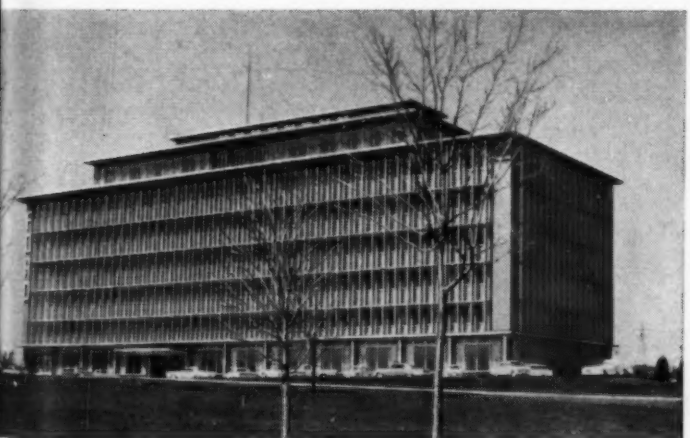
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AS AT OCTOBER 31

Assets

	1961	1960
Cash Resources	\$ 322,485,333	\$ 291,977,395
Securities	577,913,331	432,294,242
Call Loans	212,070,473	225,804,091
Total Quick Assets	<u>\$1,112,469,137</u>	<u>\$ 950,075,728</u>
Current Loans	836,481,324	797,112,101
N.H.A. Mortgage Loans	106,101,366	108,604,458
Bank Premises	34,757,353	30,633,023
Shares of Controlled Corporation	1,944,924	.
Acceptances and Letters of Credit	34,169,625	16,961,256
Sundry Assets	529,334	541,729
	<u>\$2,126,453,063</u>	<u>\$1,903,928,295</u>

Liabilities

Deposits	\$1,968,997,919	\$1,792,350,464
Other Liabilities	10,311,050	9,564,064
Total Liabilities to the Public	<u>\$1,979,308,969</u>	<u>\$1,801,914,528</u>
Acceptances and Letters of Credit	34,169,625	16,961,256
Capital Paid Up	29,943,468	24,000,000
Rest Account	82,047,364	60,000,000
Undivided Profits	983,637	1,052,511
	<u>\$2,126,453,063</u>	<u>\$1,903,928,295</u>

Statement of Undivided Profits

Fiscal Years Ended October 31

	1961	1960
Net Profit After All Charges Including		
Income Taxes	\$ 7,561,007	\$ 6,652,167
Less: Dividends	5,330,623	4,560,000
Extra Distribution	299,258	240,000
Amount Carried Forward	<u>\$ 1,931,126</u>	<u>\$ 1,852,167</u>
Undivided Profits Brought Forward From		
Previous Year	1,052,511	1,600,344
	<u>\$ 2,983,637</u>	<u>\$ 3,452,511</u>
Transferred to Rest Account	2,000,000	2,400,000
Balance of Undivided Profits	<u>983,637</u>	<u>\$ 1,052,511</u>
Total Provision for Income Taxes	<u>\$ 8,300,000</u>	<u>\$ 7,070,000</u>

A. T. LAMBERT,
President

Head Office: Toronto

A. E. HALL,
General Manager

Canadian Geographical Journal

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PRINTED IN CANADA

CANADIAN GEOGRAPHICAL JOURNAL

Editor - WILLIAM J. MEGILL

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the Ottawa River, 1871, by
Frances Ann Hopkins.*

Sigmund Samuel Canadiana Gallery, Royal Ontario Museum.

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The articles in this Journal are indexed in the *International Index to Periodicals* and in the *Canadian Index*.

The British standard of spelling is adopted substantially as used by the Government of Canada and taught in most Canadian schools, the precise authority being the Concise Oxford Dictionary, fourth edition, 1951.

Financial assistance from the Canada Council towards publication of the *Canadian Geographical Journal* is gratefully acknowledged. The fact that a grant has been made does not imply, however, that the Canada Council endorses or is responsible for the statements or views expressed in the Journal.

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Member Audit Bureau of Circulations

Head Office: 54 Park Avenue, Ottawa 4
(Tel. CE. 6-7493)

Printing Office: Gazette Printing Company (Limited),
1000 St. Antoine St., Montreal 3.

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**Sur les pas
de Louis Hémon,
au Pays de
Maria Chapdelaine**

par

JACQUES L. COULON

Ite Missa Est.

La porte de l'église de Péribonka s'ouvrit et les gens commencèrent de sortir . . .

SI LOUIS HÉMON revenait aujourd'hui au Canada français, au village de Péribonka par un beau dimanche matin, sa surprise serait grande de voir, non plus les vieilles carioles des fermiers de la région, mais la file des Chevrolet et des Ford rangées sur le côté de la route.

Il ne reconnaîtrait pas non plus l'église elle-même car on a bâti il y a une dizaine d'années, sur l'emplacement de l'ancien temple de planches, une église moderne dont l'intérieur, peint de couleur bleu clair et éclairé par des tubes fluorescents, ressemble un peu trop à une salle de cinéma . . .

Naguère, lorsque Louis Hémon vint prendre du service chez Samuel Bédard, un fermier de l'endroit qui possédait une petite concession de terre en "bois debout," Péribonka était un minuscule village de quelque 150 colons venus de diverses régions du Québec. La terre n'y était pas autrement généreuse qu'elle n'est de nos jours et les cultures sont demeurées les mêmes. Le fermier modeste du Lac St-Jean "fait" de la pomme de terre, des choux, du foin . . . L'hiver, il travaille volontiers

The service is ended.

The church door opens, and the good people of Péribonka come out into the street . . .

IF SOME fine Sunday morning Louis Hémon were to return to the Province of Quebec, to the village of Péribonka, he would be very surprised to see none of the local farm wagons standing around, but instead, long lines of Chevrolets and Fords parked by the side of the road. He would not even recognize the Church itself, for about ten years ago the little wooden structure with which he was familiar, was replaced by a modern building decorated inside in pale blue and lit with fluorescent lighting rather suggestive of a new cinema theatre.

Not so long ago, when Louis Hémon first arrived to take service with Samuel Bédard, a local farmer who owned a small forested lot, Péribonka was a tiny village of some 150 settlers from various parts of Quebec. The soil was no more productive then than it is today and cultivation has remained very much as it was. The simple farmer of Lake St. John makes do with his potatoes, his cabbages and his hay. In winter he is glad to turn to the forestry timber yards, or some factory at Chicoutimi or





The Footsteps of Louis Hémon, in the Country of Maria Chapdelaine

English translation by Sylvia Seeley.

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dans les chantiers forestiers ou dans une manufacture de Chicoutimi ou d'ailleurs. Mais tout le reste a bien changé depuis le temps où l'auteur de *Maria Chapdelaine* et de *Monsieur Ripois* vécut ici huit mois, les "plus beaux qu'il ait jamais rêvés." Il n'y a que la rivière qui soit demeurée la même. La rivière Péribonka, puissante et large, roulant ses eaux claires entre deux berges hautes, boisées d'épinettes et de bouleaux.

Aujourd'hui, Péribonka aligne ses quelque deux cents maisons de bois, blanches et coquettes, sur deux rues parallèles à la rivière. A l'Hôtel Chapdelaine où je suis descendu, le patron s'est excusé et m'a avoué ne pas connaître grand'chose sur Louis Hémon. D'autres, par la suite, m'ont fait la même réponse. D'ailleurs, les gens parlent peu ici, ils observent surtout. Deux ou trois personnes se souviennent encore que le producteur français Duvivier et l'actrice Michelle Morgan vinrent ici, il y a bien des années, filmer le roman de Maria au cœur même du pays qui la vit naître. En quittant l'hôtel, je me suis informé de l'endroit où se trouvait le musée Louis Hémon. "La maison de Maria Chapdelaine?" m'a-t-on dit, "vous la trouverez à trois milles d'ici, au bord de la rivière, en allant vers St-Coeur-de-Marie."

elsewhere. But everything else is indeed changed since the time when the author of *Maria Chapdelaine* and of *Monsieur Ripois* dwelt here for eight months, "the happiest time of which he had ever dreamed". Only the river has remained unchanged, the Péribonka River, broad, clear and swift, flowing between its steep banks well wooded with spruce and birch. Today the Péribonka is bordered by some two hundred wooden houses, standing white and trim along the two main streets running parallel to the river. At the Hotel Chapdelaine where I stayed, the proprietor was very apologetic because he did not know much about Louis Hémon. There were other people too who professed a similar ignorance about him.

Moreover the people here are much more observant than loquacious. Two or three of them remembered that the French producer Duvivier and the actress Michelle Morgan had come to the village many years ago to make a film of the story of Maria in the heart of the country where she was born. As I went out of the hotel I asked where I could find the Louis Hémon museum.

"Do you mean the house of Maria Chapdelaine?" they asked me, "you will find it three miles further on, as you go towards St-Coeur-de-Marie."



Face à la rivière Péribonka, Louis Hémon écrivait chaque samedi à l'ombre des "bouleaux Bédard", quelques pages de son fameux roman.

Beside the Péribonka River, in the shade of the "Bédard birches", Louis Hémon used to write every Saturday a few pages of his famous romance.

Il y a quelques années déjà, la Société Canadienne des Amis de Maria Chapdelaine s'était proposée de faire, de Péribonka, un petit centre culturel et touristique. Faire connaître de tous l'œuvre canadienne de Louis Hémon et le pays qui l'a inspirée, telles étaient les ambitions de la société. En fait, rien n'a été réalisé dans ce sens jusqu'à présent. Manque d'argent, paraît-il.

Le Musée Louis Hémon est installé dans l'ancienne ferme de Samuel Bédard, un pionnier de l'endroit que l'auteur devait immortaliser par la suite sous les traits du "Père Chapdelaine." Sur le côté de la route, un grand panneau le signale à l'attention des automobilistes, et des touristes soucieux de curiosités littéraires. C'est l'instituteur de Péribonka qui est en quelque sorte le conservateur, et il s'occupe lui-même de le faire visiter aux touristes durant les mois d'été.

On pénètre de plain-pied dans la chambre à coucher des Bédard. Des meubles rustiques, un lit très bas, une lourde armoire de bois, une horloge à balancier dans un angle de la pièce et un énorme poêle à "trois ponts," que l'on remplissait chaque soir, jusqu'à la gueule. Au mur, un grand crucifix et d'anciennes gravures découpées sans doute dans des journaux de l'époque. Dans un coin, posé sur un coffre à chiffons, le sac de voyage qu'Hémon négligea d'emporter lorsqu'il quitta Péribonka en décembre 1912, tant il tenait à ce que son bagage fût aussi mince que possible. La pièce suivante, minuscule et pauvrement meublée, est justement la chambre où couchait l'auteur de *Maria Chapdelaine*. On a conservé soigneusement le lit étroit et

It is now some years since the Canadian Society of the Friends of Maria Chapdelaine proposed setting up a small cultural and tourist centre at Péribonka for the purpose of making known to everybody the literary work of Louis Hémon and the country that inspired it, but lack of funds has apparently prevented this from being carried out.

The Louis Hémon Museum has been installed in what was formerly the farm house of Samuel Bédard, a local pioneer whom the author immortalized in the character of "père Chapdelaine". By the side of the road there is a large notice to catch the eye of motorists and tourists in search of literary shrines. The local schoolmaster is the curator, so to speak, and during the summer months he conducts tourists around the museum. The entrance leads straight into the room that was the Bédard bedroom. The furniture is of the simple rustic type, a very low bed, a grandfather clock in a corner of the room, and an enormous three-decker stove which used to be filled up right to the very top every evening. On the wall are a large crucifix and some old pictures probably cut out of magazines of the day. In one corner standing on a clothes chest is the travelling bag that Hémon would not carry when he left Péribonka in December 1912 because he wanted to be as little encumbered with luggage as possible.

The next room, tiny and poorly furnished, is the bedroom of the author of *Maria Chapdelaine*. The narrow bed, the table with uneven legs, and a large white china jug have all been carefully preserved, just as they were. From the little window

la table boîteuse, et un grand broc de faïence blanche.

De la petite fenêtre ouvrant au chevet de son lit sur les champs et la rivière, il pouvait observer la marche des saisons, le ciel bas d'hiver et "la ligne sombre et menaçante de l'immense forêt, toute proche." Le guide m'introduit dans une pièce plus grande où l'on peut voir, dans des vitrines usées, des éditions rares du livre d'Hémon en langues étrangères, des médailles, des lettres adressées par lui à sa famille, de vieux mobiliers de la région. C'est dans cette salle commune transformée depuis en salle d'exposition, qu'Hémon prenait ses repas avec la famille Bédard. Après quoi, "la pipe vissée entre les dents," il allait s'asseoir sur le tablier d'une charrette et regardait couler la rivière.

Chaque samedi, il travaillait à son manuscrit. Il écrivait au bord de la rivière, à l'ombre des grands bouleaux que l'on peut voir encore aujourd'hui à deux pas du musée. Les jours de mauvais temps, il s'installait à la table commune, malgré les tracasseries des deux jeunes enfants que gardaient les Bédard. Lorsqu'il ne remplissait pas les pages du vieux cahier d'écolier à qui il confiait l'émouvante histoire de Maria, il s'amusait volontiers avec les enfants. L'un d'entre eux avait une ravissante chevelure blonde et bouclée, et Louis Hémon lui avait donné le surnom de Marie-Rose, que l'on retrouve dans son roman. Aujourd'hui, cet enfant qu'Hémon prenait sur ses genoux est un homme d'affaires arrivé. Il est également maire de Roberval, l'une des villes les plus importantes de la région du Lac St-Jean.

Louis Hémon qui de nature était fort peu expansif, rarement enclin aux confidences, semblait toutefois pressentir le succès futur de son oeuvre. A Samuel Bédard qui un jour s'inquiétait de le voir ainsi "perdre son temps à écrire," Hémon répondit.

"Soyez sans inquiétude monsieur Bédard. Quand cette petite histoire que j'écris aura été publiée, je reviendrai à Péribonka et nous vivrons tous à l'aise."

at the head of his bed he could see the meadows, and the river, and he could ponder over the change of the seasons and watch the lowering skies of winter, and "the dark, threatening profile of the nearby forest." The guide took me into a larger room where one could see in an old glass-fronted bookcase some rare editions of Hémon's book translated into various foreign languages. Some medallions, some letters addressed by him to his family, some scraps of personal property that he had gathered locally. This is the room where Hémon used to take his meals with the Bédard family, and after dinner he had the habit of going out to perch himself on the back of a farm wagon, "his pipe locked in his teeth," just to sit and watch the river flowing by.

Every Saturday he used to work at his manuscript; he liked to write by the riverside, sitting in the shade of two tall birches which are still standing there, just a few yards from the house. In bad weather he would sit at the table in the living room and work there despite the pestering of two little foster children whom the Bédard family had in charge. When he was not busy writing in that old school copy-book to whose pages he confided the touching story of *Maria* he would willingly play with the children and because one of them had a delightful mop of golden curls, Hémon in fun called him "Marie-Rose", a name which appears in his romance. Today the child whom Hémon so often took on his knee is a well established business man and mayor of Roberval, one of the most important towns of the region of Lake St. John.

Louis Hémon was reticent by nature and little given to making confidences; but he had a presentiment which amounted to complete faith in the ultimate success of his work. Samuel Bédard was troubled to see him "wasting his time scribbling like that". But Hémon used to console him saying, "Do not worry, Monsieur Bédard: when the little book that I am writing is published, I shall return to Péribonka and then we shall all be able to live in comfort". Unhappily, this lovely

L'ancienne ferme de Samuel Bédard se trouve à quelque 200 pieds de la rivière. Les bâtiments ont été restaurés et transformés en un petit musée.

The old farm of Samuel Bédard is only about 200 feet away from the river. The buildings have been restored and turned into a little museum.





L'église moderne qu'on a construite sur l'emplacement de l'ancien temple de planches que Louis Hémon connaissait jadis.

Il ne devait jamais, hélas, réaliser ce rêve. Au soir du 3 juillet 1913, il était mortellement blessé par une locomotive du Pacifique Canadien alors qu'il marchait sur la voie ferrée en compagnie d'un ami, tout près de Chapleau, Ontario. A l'époque, il fut inhumé dans le petit cimetière de Chapleau mais, par la suite, personne ne put dire où se trouvait le corps de l'écrivain et tous les efforts entrepris afin d'élever un monument à sa mémoire ou de rapatrier en France ses restes demeurèrent vains.

La visite est terminée. L'instituteur me reconduit jusqu'à la petite porte de bois. Il est deux heures de l'après-midi; le soleil est doux bien que la température soit plutôt froide. Je m'informe s'il vient ici beaucoup de visiteurs.

"Il en est venu beaucoup plus cette année que les années précédentes, me dit l'instituteur. Des Américains, des gens de l'Ontario et du Québec. Il m'est arrivé de recevoir 150 personnes en une journée. L'argent recueilli est consacré à l'entretien du musée."

Tout près du musée se trouve la stèle, récemment restaurée, qui fut érigé en 1919 par la Société des Arts et Lettres du Québec, à la mémoire du

This modern church stands on the site of the old wooden building with which Louis Hémon was familiar.

dream was never realized. On the evening of the third of July 1913, he was struck and killed by the engine of a Canadian Pacific train while he was walking along the railway tracks in company with a friend near Chapleau, in Ontario. At the time he was buried in the little cemetery of Chapleau, but no one knows precisely where, and later attempts to erect a monument over him, or to transport his remains back to France could not be carried out. On this sad note the visit to the museum ends. The schoolmaster leads me back to the humble entrance. It is just two o'clock and the sun is pleasant although the weather is turning cold. I enquire if many visitors come to this place.

"We have had far more this year than any previous year," he replied, "Americans and people from Ontario and Quebec. One day I had as many as 150 people here. The money goes to the upkeep of the museum."

Just beside the museum there is an engraved plaque, recently restored, which was put up in 1919 by the Society of Arts and Letters of Quebec, to the memory of this French novelist. Some hens were scratching the ground at the foot of the monument as I stood and read the stone inscription:

TO LOUIS HÉMON

MAN OF LETTERS

BORN AT BREST (FRANCE)

As I left the rustic museum, I had the feeling that I could learn nothing new about the author of *Maria Chapdelaine* and that it would be quite useless to try find anyone in Péribonka who had really known him or who had any interesting memories of him. I made my way along the old "King's Highway" which borders the river towards Dolbeau where Louis Hémon had passed so often carrying the milk and butter from the farm, but here too, I doubted if I should find any memories of the real Maria Chapdelaine, that is to say Mademoiselle Eva Bouchard who died on 24 December 1949 in hospital at Chicoutimi. Besides, although she had done all she could to perpetuate the memory of Hémon at Péribonka she was of a very retiring and uncommunicative nature. She was pretty, of slender build and had brown hair; she was twenty-six when Hémon first met her. Doubtless at their first encounter he was struck by the expression on her face and that sort of natural refinement which seemed to distinguish her from the other women of Péribonka. According to her own statement there had never been the slightest question of romance between her and the

romancier français. Des poules picorent la terre autour du monument tandis que je lis, gravé sur la pierre:

A LOUIS HÉMON,
HOMME DE LETTRES,
NÉ À BREST (FRANCE)

En quittant le musée rustique, j'avais le sentiment que je n'apprendrais plus rien de nouveau sur l'auteur de *Maria Chapdelaine* et qu'il était bien inutile de vouloir trouver, à Péribonka, quelqu'un qui l'eût bien connu et s'en souvint encore avec intérêt. En suivant la route de Dolbeau, qui borde la rivière, l'ancien "chemin du Roy" où passait Louis Hémon lorsqu'il menait au village le lait et le beurre de la ferme, je me disais qu'il n'existait plus guère, non plus, de souvenirs de la véritable Maria Chapdelaine, Mlle Eva Bouchard, morte le 24 décembre 1949 à l'Hôtel-Dieu de Chicoutimi. D'ailleurs, Eva Bouchard qui s'occupa longtemps de perpétuer, à Péribonka, le souvenir d'Hémon, était un être très renfermé, insaisissable. Brune, élancée, elle était belle et avait 26 ans à l'époque où Hémon la rencontra, et nul doute qu'il fut frappé par l'expression de son visage et une sorte d'élégance naturelle qui la distinguait certainement des autres femmes de Péribonka. De l'aveu même d'Eva Bouchard, il n'y aurait jamais eu la moindre idylle entre elle et le romancier français mais, après la mort de ce dernier et lorsque le livre connut un certain succès, elle montra un vif attachement pour tout ce qui rappelait le souvenir d'Hémon et c'est avec beaucoup d'intérêt qu'elle fleurissait, chaque été, le petit monument que des voyous du village avaient un jour jeté à terre.

En 1927, alors âgée de 41 ans, Eva Bouchard qui faisait la classe à Péribonka confiait à des journalistes de Montréal que "l'auteur de *Maria Chapdelaine* avait été sincère et fidèle dans son récit, et qu'il avait voulu raconter, non pas la vie dans une province, mais la vie dans une famille de pionniers." Eva Bouchard avait acquis la maison des "Chapdelaine" — aujourd'hui le musée — et l'avait léguée à son neveu M. Gérard Bouchard, par testament. Eva Bouchard fut inhumée dans le petit cimetière de Péribonka, de même que la "mère Chapdelaine," Laura Bouchard, première femme de Samuel Bédard, le patron de Louis Hémon.

Le hasard qui me fit rencontrer au bord de la rivière l'un des anciens du village à qui je confiai l'objet de ma visite à Péribonka, voulait sans

L'hôtel du Manoir Chapdelaine où l'auteur est descendu. Mais le gérant avait peu de renseignements sur Louis Hémon.

young French author, but after his death, and when his book had met with some measure of success she showed a deep attachment for everything which recalled his memory, and every summer she kept the little village monument to his name decked with flowers; though one day the village urchins knocked it down.

In 1927 when she was forty-one, and still teaching school at Péribonka, Eva Bouchard said in an interview with some journalists from Montreal that "the author of *Maria Chapdelaine* had been completely sincere and faithful in his story; that he wanted to give a picture not only of provincial life but also the life of a pioneer family. She said that she had bought the house of the "Chapdelaine" family, and that she had willed it to her nephew, Gérard Boucher. When the time came, Eva Bouchard was buried in the little cemetery of Péribonka near to "Mother Chapdelaine", that is to say Laura Bouchard, first wife of Samuel Bédard, for whom Louis Hémon had worked.

A chance encounter with one of the older villagers to whom I confided the object of my visit to Péribonka served to convince me that if there is little to be discovered about Hémon's sojourn in the Lake St. John region, his memory remains fresh at least among some of the older people.

The writer stayed at the Manoir Chapdelaine hotel. But the manager scarcely knew anything about Louis Hémon.





La chambre à coucher, bien rustique, où Louis Hémon a dormi pendant son séjour chez les Bédard. La petite fenêtre donne sur la rivière qu'il a tant aimée.

The very simple bedroom where Louis Hémon slept while he was with the Bédard family. The little window looks out on to the river that he loved so much.

J. Krieger

doute me prouver que, s'il n'y a plus grand chose à découvrir sur le séjour d'Hémon au Lac St-Jean, du moins son souvenir demeure-t-il encore vivant chez quelques-uns.

"Si j'ai connu Louis Hémon? Bah, certain! Pensez donc: voilà quarante-huit ans que j'habite Péribonka et j'ai quasiment jamais "mouvé." A cette époque-là, il n'y avait que quelques maisons ici. La forêt venait jusqu'au bord de la rivière. J'ai vu Louis Hémon pour la première fois chez ma soeur, où il allait souvent veiller, le soir, en compagnie des Bédard. Il y avait là, parfois, Mlle Eva Bouchard qui, quoiqu'on ait pu dire là-dessus, n'a jamais eu d'affinités sentimentales pour Hémon qu'elle considérait plutôt froidement comme "l'engagé" de son beau-frère. Quant aux véritables sentiments de Monsieur Hémon à l'endroit d'Eva, personne n'en sut jamais rien.

"Je me souviens qu'il était peu "jasant" mais prenait plaisir à se faire conter des histoires. Il observait beaucoup et n'ouvrait la bouche que pour questionner. Je le revis fréquemment, par la suite, au village ou chez Samuel Bédard. Lorsqu'il se promenait, il était toujours accompagné d'un gros chien noir appartenant à son patron et qui était son meilleur ami à Péribonka. Voyez-vous, je pense que les gens lui en voulaient un peu de s'être engagé pour seulement 8 dollars par mois... Il était étranger, et puis il n'allait pas à la messe le dimanche!"

"You ask if I knew Louis Hémon? Well, for sure I did. You see, I have lived in Péribonka for forty-eight years without making a move. At first there were very few houses here. The forest came right down to the edge of the river. I met Louis Hémon for the first time at my sister's house where he and the Bédard family often used to go and spend the evening. Occasionally Mademoiselle Eva Bouchard would be there also, and in spite of what anyone might say to the contrary, there was nothing sentimental in her friendship for him, whom she regarded rather distantly as her brother-in-law's hired hand. Whether he ever felt tenderly towards her, no one ever knew.

"I remember that he was silent as a rule but he took pleasure in his role of story-teller. He was very observant and when he spoke it was only to ask questions. I used to see him quite frequently in the village or in the Bédard home. When he went out walking he was always accompanied by the Bédard's big black dog who was the best friend he had in Péribonka. I think the people felt a grudge against him because he was content to work for as little as eight dollars a month — besides he was a foreigner, and even worse, he did not go to Mass on Sundays!"

We were sitting on a fallen log in the shade of the birch trees; some inquisitive crows circled around us and then settled down on the surrounding branches. With a wave of his arm, my com-

La salle d'exposition du petit musée, où se trouvent des éditions rares en langues étrangères du livre qui est devenu célèbre, quoique l'auteur est resté peu connu de nos jours.

In this room of the little museum are to be seen some rare editions in foreign languages of the book which became so famous though the author of it is almost forgotten nowadays.

J. Krieger



Nous nous asseyons sur le tronc d'un arbre renversé, à l'ombre des bouleaux. Des corneilles, fort intriguées, volent et se posent autour de nous. Il me montre, du geste, ce pays que Louis Hémon aimait. Cette terre parcimonieuse, aux horizons trop vastes, qui enchaîne l'âme plus qu'elle ne charme les yeux.

"C'est beau icitte, n'est-ce pas?" dit-il songeur.

Nous reparlons d'Hémon. Je m'inquiète. N'est-il plus, au Lac St-Jean, qu'un nom à demi enseveli dans l'oubli?

"Eh oui! Vous ne trouverez plus guère de gens, ici, qui connurent l'auteur de *Maria Chapdelaine*. Il y a bien le sacristain de notre village. Je crois qu'il a écrit des articles de journaux là-dessus, seulement il est en voyage actuellement. Il y a quelques années, vous auriez pu aller voir son ancien patron, Samuel Bédard. Il vivait à une centaine de milles d'ici, à Bagotville, passé Chicoutimi, mais il est mort depuis deux ou trois ans. Voyez-vous, les vieux sont morts ou ont quitté le pays. Quant aux jeunes, ils ne s'intéressent pas beaucoup à ces choses-là."

Au pays de Marie Chapdelaine, le visage d'Hémon s'estompe peu à peu. Mais le personnage qu'il créa demeure, immortel. Quand bien même les noms de l'auteur et d'Eva Bouchard sombreraient à jamais dans l'oubli, il resterait, sur les bords de la rivière Péribonka, la "maison des Chapdelaine."

panion indicated the whole countryside that Louis Hémon had loved so well — a wide sweep of unfertile land which captures the soul no less than the eye.

"It's a fine prospect, isn't it?" he said thoughtfully.

Again the conversation turns to Hémon. But I feel distressed. Is he already, even around Lake St. John nothing more than a name half lost in the advancing tide of years?

"Yes, indeed. You will hardly find anyone hereabouts who actually knew the author of *Maria Chapdelaine*. Of course there is our village sacristan; I think he wrote some newspaper articles about it. But he isn't at home just now; gone away somewhere. Some years back you would have found Hémon's former employer, Samuel Bédard. He went to live about a hundred miles from here at Bagotville, beyond Chicoutimi, but he died some two or three years ago. You see how it is, the old folk die off or leave the neighbourhood, and the young folk are not much interested in things like that."

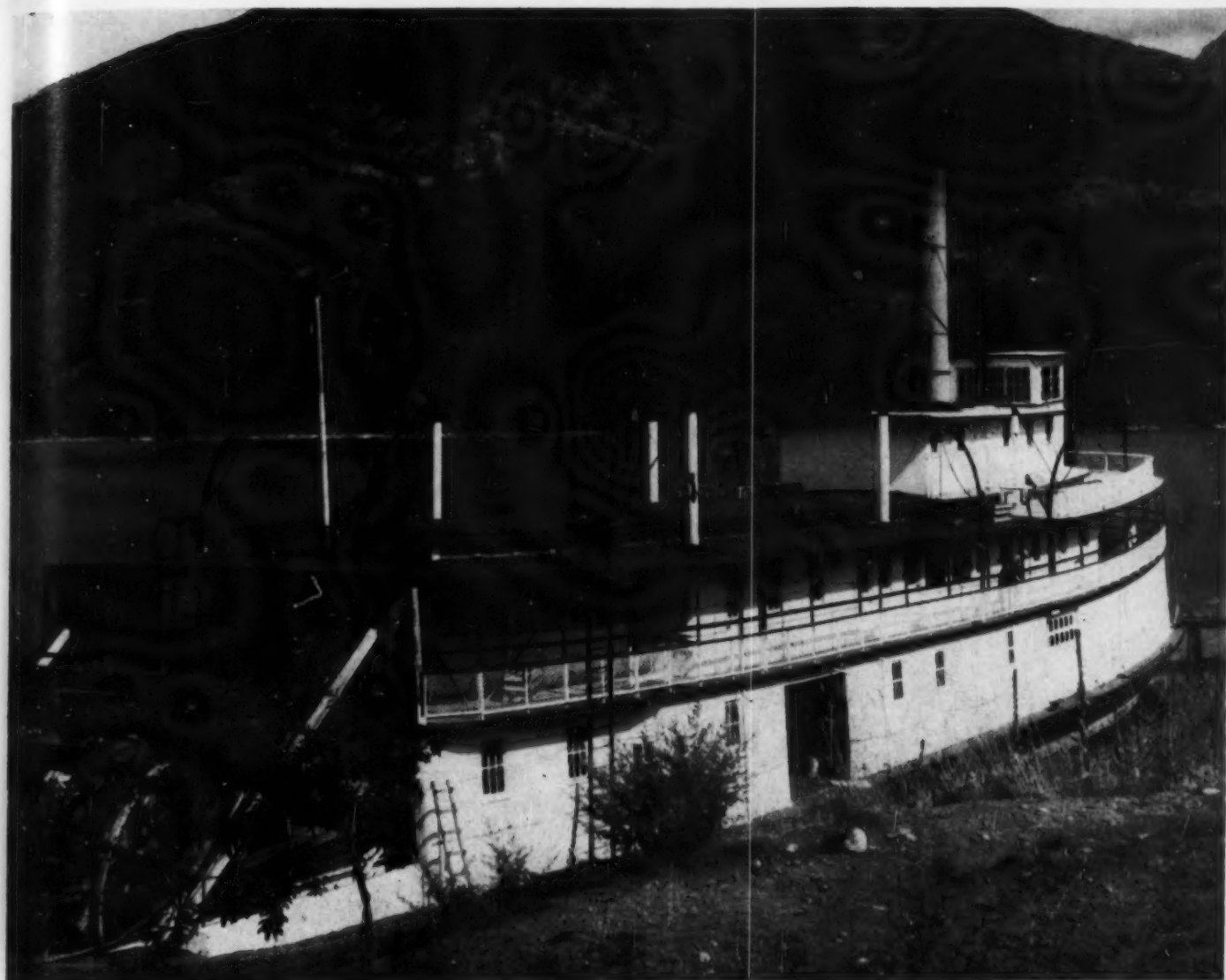
In the country of *Maria Chapdelaine* the image of Hémon is growing dim, but the vital character that he created stands out, immortal. Should the very names of the author and of Eva Bouchard fade into oblivion, there would yet remain on the banks of the Péribonka River the home where dwelt the family of "Chapdelaine".



The Columbia River rises from Columbia Lake, flows northward to make the Big Bend, and then curves southward forming the Arrow Lakes on its way to the Canada-United States border.

(Upper right) The last of the stern-wheelers on Kootenay Lake, the Moyie, lies beached at Kaslo. It has now been converted into a museum.

(Left) The ride along the west shore of Kootenay Lake from Balfour to Lardeau offers breath-taking views over the lake's seventy-mile length.



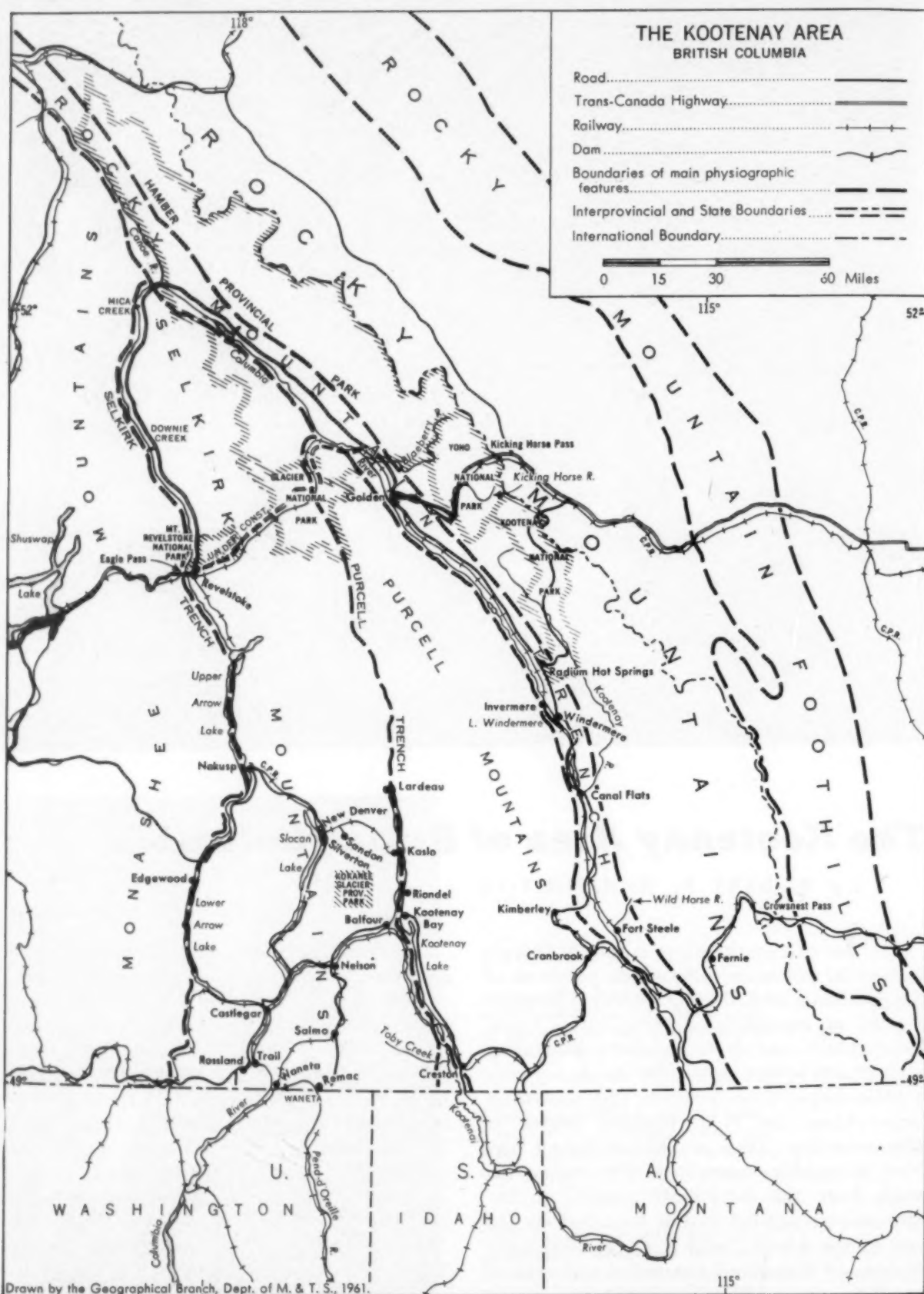
The Kootenay Area of British Columbia

by ROBERT F. HARRINGTON

Photographs by the author except where credited

IN THE southeastern corner of British Columbia, covering some eight per cent of the provincial area, lies the Kootenay Region; a land of cascading streams, large lakes, forested hills, and alpine meadows. Extending over 29,400 square miles, the Kootenays are a little larger than Ireland, and somewhat larger than the New England states of Massachusetts, Vermont, Rhode Island, and New Hampshire combined. The region extends from the forty-ninth parallel to the fifty-second parallel and is bounded on the east by the Alberta border. To the west it encompasses almost all the watershed area of the Kootenay and Columbia Rivers.

The basic landforms consist of a series of north-south trending mountain ranges separated from one another by deep river and lake valleys. From east to west the ranges and valleys are the Rockies, the Rocky Mountain Trench, which contains the Kootenay River flowing south and the Columbia River flowing north; the Purcell Mountains; the Purcell Trench, occupied by Kootenay Lake; the Selkirk Mountains, then the Selkirk Trench containing the Columbia River after it makes the Big Bend; and finally the Monashee Mountains. The Selkirk and Purcell Mountains almost form a natural 'island', being completely surrounded by water except for an



area of just over a mile between the Kootenay River and the headwaters of the Columbia at Canal Flats. (In 1889 William Adolph Baille-Grohman devised a plan to connect the Kootenay and Columbia rivers with a canal. The British Columbia government gave him permission and the canal was built thus making these mountains an island in actuality. For some time paddle wheel steamers went from the headwaters of the Columbia into the Kootenay and on into Montana. Fear of flooding of lands in the Columbia Valley led to abandonment of the canal and the closing of the ditch.)

The mountain peaks of the Kootenays are from six to nine thousand feet in elevation and the valleys are from thirteen hundred to three thousand feet above sea level. The sides of the mountains are rather heavily forested up to 5,000 or 6,000 feet with the exception of the area south of Windermere Lake, which supports numerous grasslands. Typical conifers of the lowland areas are white pine, lodgepole pine, white spruce, and western larch; while the higher elevations bear balsam fir and Engelmann spruce. Cottonwood, aspen, and birch are also common, and the northern moister portion provides good growing conditions for hemlock and red cedar.

The Kootenays were first explored by David Thompson of the North West Company. During the period 1807-1812 he traveled over much of the watershed of the Columbia River. On June 24, 1808, Thompson's party crossed the height of land from the east into the upper Columbia River valley and followed the Blaeberry River to the Columbia. Canoes were constructed and the group ascended the Columbia River to Lake Windermere. About two miles from this lake, near the present village of Invermere, Thompson constructed Kootenae House, which served as the first trading post in the Columbia basin. His continued explorations in the following years led to the establishment of a number of other trading posts, including some in the present states of Idaho and Washington.

The newly-opened fur country was devoid of settlers until 1841, when James Sinclair brought a small group over White Man Pass in the Rockies, and entered the Columbia

Valley through Sinclair Canyon, near Radium Hot Springs.

The discovery of placer gold on Wild Horse River in 1864 attracted several hundred miners and a town grew up near the present Fort Steele. To protect Canadian interests from U.S. miners, the Dewdney Trail from Hope to Wild Horse River was opened in the following year. Gold panning on other streams followed the find at Wild Horse River and a new placer field opened up north of Revelstoke in the Big Bend country.

Development of the Canadian Pacific Railroad through Eagle Pass and Kicking Horse Pass inspired further settlement in the region. Construction crews were active between 1880 and 1885, and both Revelstoke and Golden became railroad supply and construction centres.

Both Indians and Hudson's Bay Company employees had long been familiar with the area of Riondel on the east side of Kootenay Lake as a place where lead was found in abundant supply for the making of bullets. The voyageurs, who saw what they took to be lead in the ashes of their campfires, never realized that the leaden bullets they made were rich in silver and it was not until 1882 that the Blue Bell mining claim was staked at Riondel as a lead-silver-zinc prospect. The deposit is being mined to this day, and still employs about 300 men. At first, interest in the new mineral field was limited to Montana, Idaho, and Washington prospectors, but a rise in the price of silver in 1895 created worldwide interest. Boom conditions at once prevailed and the mining rush to the area was reminiscent of the Cariboo stampede of the early '60's. However, the influx of miners declined when it became apparent that recovery of the minerals was an operation requiring equipment and capital outlay. The prospector was replaced by geologists, mining engineers, powder-monkeys, and wage earners.

Typical of the mining camps was the town of Sandon. In 1891, Jack Seaton and four partners were grub-staked to a prospecting trip at the headwaters of Milford Creek. The men followed the creek to its source, crossed the divide toward Slocan Lake, and found ore bodies on which they staked several claims, naming these the Payne Group. On their return trip to Kaslo, they found another



The main street of Sandon, a mining boom town, in 1898.

R. H. Trueman & Co.

vein and staked more claims, calling these the Noble Five. The news of their discoveries spread abroad and a rush took place. By 1892, there were 750 mineral locations made in the area. The community of Sandon was established in a steep mountain valley near the mines. Ore was shipped from Sandon to Kaslo by horse and mule. Sandon had a period of glory as a "boom town", with thirty hotels and thirty-five saloons, until the early morning of 4 May 1900, when fire broke out in the Sandon Opera House which had staged a play called "The Bitter Atonement" the night before. By nine o'clock most of the town was reduced to ashes. It was rebuilt, but on a much lesser scale, and gradually faded into the "ghost town" it is today when the mining activity waned after 1910.

Sandon, New Denver, Silverton, Slocan and the region adjoining were known as the

Silvery Slocans, and the name was well merited. In Sandon's brief existence, its mines produced \$52,000,000 in ore, and paid \$11,000,000 in dividends. A general decrease in the value of silver and lead, high cost of labour, and extinction of some of the ore bodies led to the termination of the boom period.

The three leading industries of the Kootenays today are mining, forestry, and agriculture, and a growing tourist industry lends promise for the years ahead.

The mineral wealth of the area accounts for more than half of the total value of mineral production for the province of British Columbia. Using 1957 figures as an example, \$89,500,000 in ore was produced, out of a total of \$172,000,000 for the entire province. Lead, zinc, and silver are the three most important minerals and a number of others are

THE KOOTENAY AREA OF BRITISH COLUMBIA



Sandon on May 4, 1900, the morning after the disastrous fire.

R. H. Trueman & Co.

Sandon as it was before the fire. These two photographs were taken from the same spot, this one by coincidence the day before the fire.

R. H. Trueman & Co.





The smokestacks of the Consolidated Mining and Smelting Company's smelters, refineries and chemical plants rise over Trail. The commercial section of the city lies at the right on the west bank of the Columbia River.

Trail Chamber of Commerce

refined in smaller quantities. All of British Columbia's yield of tungsten, gypsum, and barite is mined in the Kootenays. Production of steel from the iron in tailings at Kimberley is now an added mineral derivative. The Crowsnest Pass area produces quantities of coal from underground and surface strip mines and, although coal mining is a declining industry here as in the rest of Canada, a production of 1,000,000 tons was reached in 1957.

Small mines are scattered throughout the region. Of the larger enterprises, the Sullivan mine at Kimberley, employing about 1,400 men, is dominant. Other large mines may be found at Windermere, Toby Creek, Riondel, Salmo, Silverton, Remac, and Sandon. In all about 2,800 men are employed in mining and another 5,000 men are employed in various stages of processing the minerals.

Since 1896, smelting has been carried on at Trail where today the Consolidated Mining and Smelting Company of Canada operates one of the largest smelters in the world. Smelting, refining, fertilizer and chemical

manufacturing operations are performed. Silver, lead, tin, zinc, bismuth, cadmium, antimony, gold and indium are refined; also, sulphuric acid, ammonium sulphate, ammonium phosphate, and ammonium nitrate fertilizers are produced in large quantities.

Productive forest covers forty-two per cent of the area, the major portion of the timber stand being accessible for commercial lumbering. The average annual value of forest products is about \$18,500,000 and employment is given to a working force of 3,200 men. Logging is a year-round industry with the exception of spring break-up and a period of rain and freeze-up in the fall. The principal timber tree is the Douglas fir which accounts for more than twenty-five per cent of the cut. Englemann and white spruce are also important timber species and larch from the area accounts for eighty per cent of the provincial output. Almost ninety per cent of the forest production is in sawn and planed lumber, with mine-props, poles and pilings, rail ties, and Christmas trees making up the remain-

der. A 500-tons-a-day pulp mill near Castlegar to be completed in 1961 will make use of the lower grades of logs and wastes from the sawmills.

Although much of the land area is unsuited for agricultural production, the annual farm cash income is about \$6,000,000 of which roughly two-thirds is derived from livestock and the remainder from cash crops. Beef cattle are raised in the Rocky Mountain Trench south of Invermere and in the Creston and Edgewood areas, and are the most significant livestock commodity shipped outside the Kootenays. Egg production near Creston and Nelson is a stable enterprise. Most of the cash-crop farms are located near Creston on the flats reclaimed from flooding by the Kootenay River. Approximately 13,500 acres are utilized for wheat, oats, and barley. Truck vegetables are also grown there and at Cranbrook, Trail, and Nelson. Farms near Creston produce significant quantities of seed peas and a minor quantity of forage seed.

The Kootenays also include the second most important tree-fruit growing area of British Columbia. About eighty per cent of the 2,300 acres of orchard is located on benches surrounding the village of Creston. Apples and cherries are the principal tree-fruits grown.

A vast potential of hydro-electric power

exists in the river systems of the region. The Columbia watershed is an abundant source and the proposed high dam on the Columbia at Mica Creek, north of Revelstoke, along with two dams downstream at Downie Creek and Little Dalles Canyon, would provide 1,600,000 horsepower of electrical energy. Another proposed power dam on the Columbia River north of Trail has a potential of 250,000 horsepower. From Kootenay Lake downstream to Castlegar, on the Kootenay River, there are now six power plants producing 401,000 horsepower of electrical energy. On the Pend-d'Oreille River, the Waneta Dam has an installed capacity of 240,000 horsepower with an ultimate capacity of 480,000 horsepower. Upstream from the Waneta Dam is yet another proposed site with a 400,000 horsepower potential. The interior power complex south of Kootenay Lake has a total of 642,000 developed horsepower with 890,000 horsepower yet to be developed.

A wealth of national and provincial Parks, superb hunting, fishing, hiking, and skiing, make the area an outdoorsman's paradise. Four national parks; Glacier, Kootenay, Mount Revelstoke, and Yoho, have a total expanse of over one million acres. The largest park in the region is Hamber Provincial Park in the Big Bend country which extends over 2,431,960 acres, and was created to preserve

View of the West Arm of Kootenay Lake from the ski hill near Nelson. The Kokanee Glacier is in the far distance.

Helmuth Mayrhofer



the wilderness of the eastern portion of the Big Bend Highway. Rugged and mountainous, Hamber Park is little developed except for a few trails into fishing and hunting country. Twenty-five other provincial parks, varying in size up to the 64,000 acres of Kokanee Glacier Park, also exist. The state of development varies from park to park, but most of the larger ones have cleared trails to scenic highlights.

One of the greatest varieties of large wild mammals found in any area of comparable size in North America exists in the Kootenays. Black bear, grizzly bear, moose, elk, whitetail deer, mule deer, mountain goat, bighorn sheep, caribou, and cougar are to be found and smaller mammals, including the furtive wolverine, range through the forested hills. Numerous species of upland game birds and waterfowl add to the abundance of animal life.

Between the forty-ninth parallel and the Kicking Horse River lies the most heavily populated elk range in British Columbia, one of the few major elk ranges remaining in North America.

Fishermen are attracted by the presence of large rainbow trout (Kamloops trout). Twenty-five pound fish of this species have been taken from Kootenay Lake on a number of occasions. Other game fish varieties include several trout species and the popular Kokanee, widely known as a delicacy when smoked. In early fall the normally silver Kokanee become brilliant red and ascend streams in the Lardeau Valley for spawning. Many people from miles away make an annual pilgrimage to view the spawning run of these landlocked salmon.

Heavy snowfall and mountainous terrain combine to offer excellent ski conditions. Ski hills and tows are located at Rossland, Kimberley, Revelstoke, and Nelson; a number of international ski tournaments have been held at the Nels Nelsen Ski Jump at Revelstoke.

Seven cities, ranging in size from Trail (population 11,500) to Fernie (population 2,700) are located in the Kootenay area, in addition to sixteen other incorporated municipalities. Mining accounted for the origin of many of the population centres and still plays

a large role in the economy of such cities as Kimberley, Trail, and Fernie. The city of Nelson dates from the opening of the Silver King mine in 1887, and although mining has long since declined in the immediate area, the city now serves as a service and supply centre for a large district around Kootenay Lake.

The fact that the larger communities of the Kootenays are connected by good roads is a tribute to engineers and road construction crews. The mountainous nature of the country is sufficient to make transportation a major problem in economic development. The opening of the new portion of the Trans-Canada Highway through the Selkirk Mountains in 1961 will eliminate the present Big Bend Highway (193 miles) and shorten the road distance from Revelstoke to Golden by 105 miles. Completion of the Salmo cutoff, linking Trail and Creston by highway, will further serve to weld the Kootenays more tightly as an economic unit.

Due to large bodies of water, ferry service is still important in a number of places. Although the last of the sternwheel steamers, the S.S. *Moyie*, was retired from service to become a museum at Kaslo in 1957, automobile ferries still ply across Kootenay Lake from Balfour to Kootenay Bay on hourly runs; and similar ferries operate on the Upper and Lower Arrow lakes. The winding channels of the Kootenay and Columbia rivers necessitate a number of shorter ferry runs.

The factual data provided herein has done little to express the romance and beauty of the country. An old timer, once a mining superintendent in the roaring days of the late '90's, expressed it aptly when he said, "The Kootenays are the only place God made — and finished". From the warm mountain valleys basking in the gentle rays of the summer sun, to alpine meadows profuse with bloom, the Kootenays are a scenic paradise. Flashing mountain streams froth through breathtaking canyons to tumble into serene lakes below. Glaciers gleam with pink in the afterglow of the setting sun. In the fall magnificent bull elk raise their heads in tremulous bugling that sets the mountainsides a-ring. Nothing perhaps is more expressive in describing the Kootenays than the simple Indian word for the area: "Yoho — it is wonderful".



An aerial view of the Kootenay Forest Products' sawmill at Nelson. At the upper right is the Nelson Bridge over the West Arm of Kootenay Lake.

Robert Walkley

A boom of logs in the making at Lardeau, at the head of Kootenay Lake.







The National Capital Plan

A Progress Report

by ALAN K. HAY

Photographs by the N.C.C., N.F.B., Andrews-Hunt, R.C.A.F., Guenter Karkutt, Capital Press Service, Photo Features Ltd.

"OTTAWA" creates a great variety of images in the public mind when the word is read or heard.

To the citizen of the Municipal Corporation of the City of Ottawa it means his "home town". This is where he lives, works and plays. This is the city to which he pays taxes and that provides him with essential services. It is likely as not, a place that he has adopted, since the real "true-blue" second or third generation Ottawan is hard to find.

To the resident of the fertile Ottawa Valley it is headquarters for seed, fertilizer

Alan K. Hay, former Chairman of the National Capital Commission.



and equipment, and the home of the Central Canada Exhibition and the Ottawa Winter Fair.

In the minds of every Canadian it conjures the vision of Parliament at work, laws being enacted, and executive decisions being made that profoundly affect the daily lives of every citizen. Thus when we read, "Ottawa to increase strength of Armed Forces", we visualize an impersonal central agency making irrevocable decisions. When we hear on the television news, "Premier Smallwood is going to Ottawa to discuss better terms on tax sharing", we imagine him going straight to the impersonal central agency, not to the Municipal Corporation or on a tour of parks or driveways.

But no matter what we think when we hear the word Ottawa, or how we personally consider it, there is this fact: it is the capital of Canada. It is the seat of the federal government. It is the headquarters for all our great departments of government, and the repository of our treasures of art and archives. It plays a unique role in Canada, it is an important place for every Canadian, and it is one of the few things that Canadians hold in common that is not shared by our great neighbour the United States.

Ottawa must be made into a capital that we can be proud of. The ideal capital would be one such as St. John the Divine envisioned,

it would encompass a "new heaven" and a "new earth". Its perfection would be assured because it would be inhabited by a perfect citizenry, manifesting only good. This ideal is of course unattainable. In their heart of hearts, Canadians would like to think that they have one perfect city. Alas, it cannot be so.

Ottawa is in many respects an ordinary municipality. The Ottawa River still runs full of raw sewage (although a remedy for this is now in sight) . . . industrial smoke prevails in many sections and a huge sulphite mill across the river pours acrid fumes into the very windows of Parliament . . . traffic jams in recent months have lasted for hours because of the inability of the combined authority to get enough bridges built to keep up with the ascending tide of motor-cars . . . crazy wooden poles strung with spaghetti-like wires still mar the townscape in all but a few of the streets in the metropolitan area . . . the paving and sidewalks on many of the hundreds of miles of city streets are in constant need of renewal and to the critical visitor appear to be of a standard hardly fit for the capital of Canada . . . the vestiges of a small provincial Victorian town are everywhere especially in the downtown area (the area most likely to be frequented by an eager Canadian visitor, hoping to find his one perfect city).

To make Ottawa into as nearly as perfect a capital as it is possible to do requires vision, planning, practical experience, hard work and money. These ingredients have been supplied in varying degrees over the years, and during the last few years in greater measure than ever before. The result is, that we are now able to see many physical features in Ottawa taking shape in a manner that must be gratifying to all Canadians.

Vision: To see what Ottawa should look like required meticulous analysis on the part of men of vision. This analysis was first seriously made in 1915 when the Federal Plan Commission under the chairmanship of Sir Herbert Holt presented a comprehensive report to the Government of Canada concerning what might be done. There is much of lasting value and interest in this report but unfortunately it was never implemented. Canada did not feel, or was not able to spend

Pavilion on Le Breton Beach at Lac Philippe.





Along a stretch of the Rideau Canal flanked by driveways. The canal was built between 1826 and 1832 by the British Government under the direction of Colonel John By of the Royal Engineers.

any significant sum of money on her capital during the first sixty years of her existence as a nation. It was chronic financial deficits that hindered Canada from adopting the great Holt Report of 1915. Through its agency, the Ottawa Improvement Commission, it merely was able to build a few miles of Parkway adorned with meretricious wooden pagodas, fences and bridges.

It wasn't until 1927 that any sizeable sum was spent on capital development, and even this was short lived. A depression and World War II intervened to once again put capital planning and development into near limbo.

Then in 1945 William Lyon Mackenzie King commissioned the outstanding French planner Jacques Gréber, to analyze the problem again and prescribe treatment for the face of Ottawa. This, Mr. Gréber brilliantly did in a report which took five years to prepare, and which has come to be known as

the Gréber Report or the National Capital Plan.

Planning: To take an existing community, conscious of the dynamic forces that are shaping its destiny, and replan it so that its beauty is accessible, its parts functional and its appearance aesthetically satisfying, requires the work of genius. City Planning as a profession in Canada was still in its infancy when Jacques Gréber's Plan was proposed. Since that time, the profession has come into its own, and every decent sized community has a planner or planning consultants. The City of Ottawa only relatively recently established its own Planning Office (under the Director of Planning and Works), and is still at the time of writing wrestling with the vigorous factors that will eventually allow it to publish its own official plan.

It must be understood that the Government of Canada cannot control the Municipal



One of the numerous level crossings in Ottawa, at Bayview Street in the west end.

Corporation. The National Capital Plan is only a suggestion, and is not even recognized by legislature of the Province of Ontario. It is to the Province, not the Dominion, that Ottawa City is responsible. This means that Mr. Gréber's Plan has had to be put into effect mostly by outright purchase of land, not by municipal bylaw, and by vigorous unilateral action with federal monies to accomplish the works envisaged.

Practical experience: The Government of Canada has entrusted the carrying out of the National Capital Plan to a group of men and women from all over Canada who comprise the members of the National Capital Commission. Appointed by the cabinet, representing all ten provinces, the sixteen men and four women meet four or five times a year to revise plans, consider recommendations, state policy and make decisions on action. The administration of the planning and work is accomplished by a permanent staff headed by a general manager, and various senior architects, planners, engineers and landscape architects who supervise the sixty odd salaried employees and approximately 650 hourly-rated personnel.

This group of employees, directed by the appointed commissioners, has developed into an efficient and experienced cadre of specialists. Their reputation and work are respected

throughout Canada and North America, within the professional circles that deal with matters pertinent to the physical development of a National Capital.

If you wish to understand what the National Capital Plan has meant in your capital in the last fifteen years and what it will mean in the next ten, imagine yourself occupying a vantage point high above the city, and let me tell you what hard work has accomplished in the last fifteen years and will accomplish in the next ten.

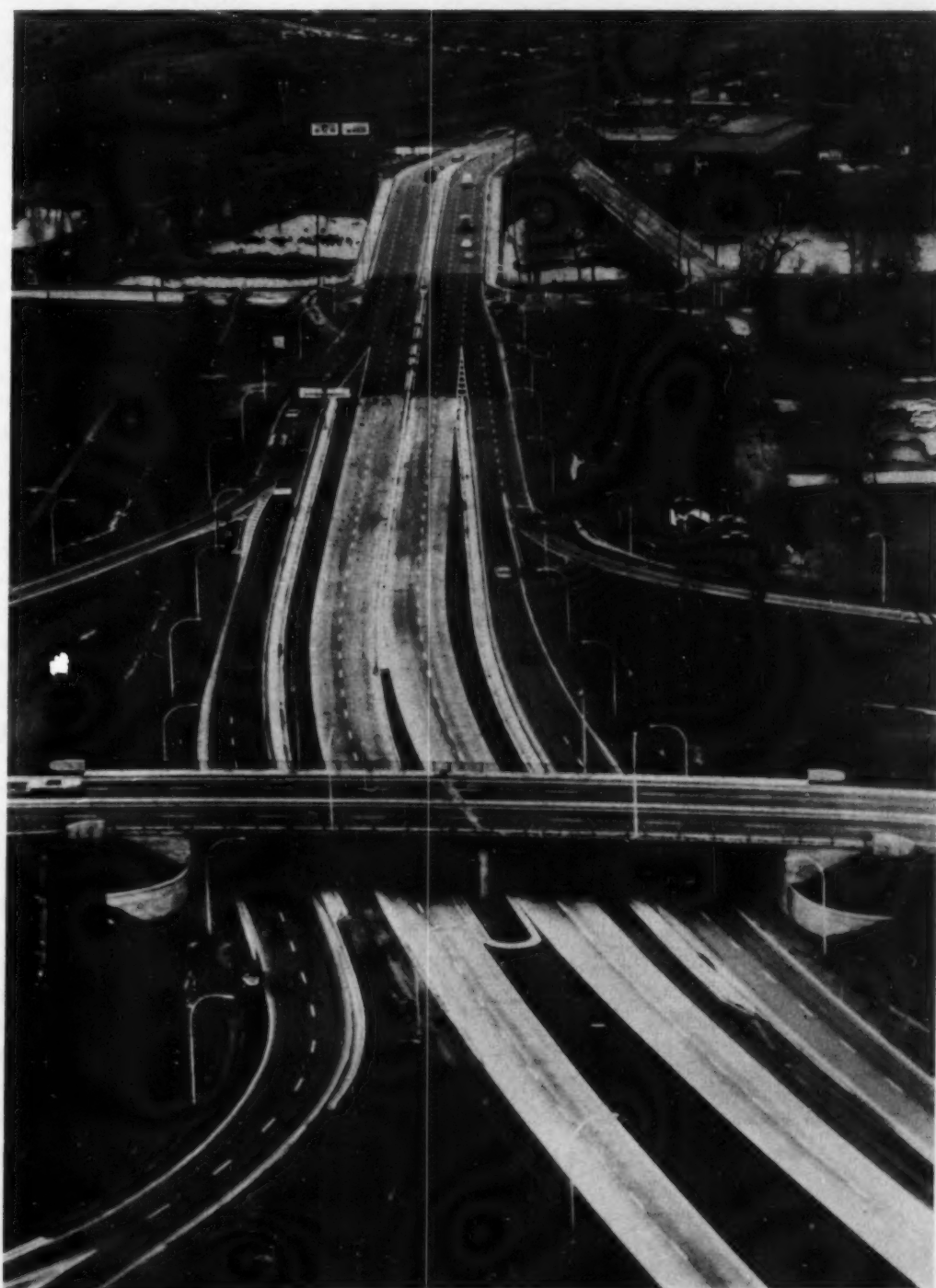
Open space: Canada is a country of vast open spaces. In our cities there is a national desire to occupy with very high densities all available space. To resist this desire, planners have to try and set aside available open land and either leave it in its natural state or develop it into parkland. It is entirely appropriate that an effort should be made to endow the capital of Canada with a considerable amount of open space. Canada is a land of a million lakes and streams. Many of our Canadian cities are situated beside these water courses, reflecting the days when water transportation was paramount. Urban communities that are fortunate enough to have these natural assets within their borders often find the shoreline pre-empted by private owners, with no opportunity for the general public to see and use it.

To redeem waterfront property for public use it is necessary to purchase the shoreline or protect it by bylaw (where this is possible). The capital of Canada is situated on the Ottawa, a long, wide and famous river in Canadian history. The city also has running through it the lazy Rideau River, and the engineering marvel of its time (1832) the Rideau Canal, with several flights of locks. It is natural that planners should attempt to restore this magnificent endowment of water-front property and make it available for future generations.

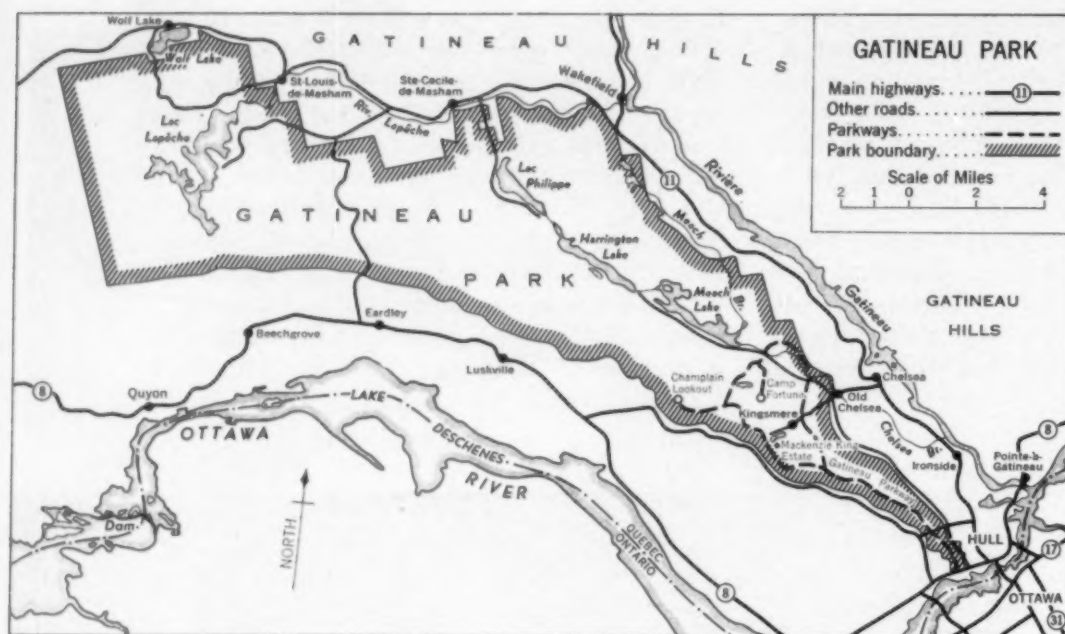
The capital planners consciously set out to try to acquire a quite extraordinary amount of open space and water-front property, feeling that if this could be done, a capital could be shaped that would, at least in this manner, be a true reflection of Canada with its vast horizons and rushing waters. Looking down from our vantage point you can plainly see mile upon mile of the shoreline of the Ottawa, the Rideau River and of the Rideau Canal, dwellings removed, grass, trees and shrubs planted, and many miles of parkways constructed alongside. Here and there are parking areas, and parks set up for family recreation. Apart from a few parcels still in private ownership, and the mammoth E. B. Eddy Company on the north shore of the Ottawa, you will see that the shoreline is virtually all in Crown ownership.

Gatineau Park: Glancing across the Ottawa

River to the north you will see a finger of hill country and forest starting at the centre of Hull widening into a broad arm stretching back out of sight toward the northwest. This forest area stretches back for thirty-five miles and at its top end it is fifteen miles wide. Gatineau Park has been preserved as a wilderness area by design. Minutes away from the bustling urban area, it is a refreshing retreat for residents and visitors. Its purpose is basically to provide visitors to Canada with a section of landscape that is typical of Canadian rocky forests and sparkling lakes.



The Queensway going south across the Rideau River at Hurdman's Bridge. The Alta Vista Drive overpass is in the foreground.



Similar areas may be found in a hundred parts of Canada, the Bay of Fundy . . . the Muskoka Lakes . . . the Cypress Hills . . . even the Coast Range (although there the scale is far greater) bear a resemblance to the kind of things preserved in Gatineau Park.



It is an intimate blending of gneiss and granite, forest and field with several lakes over four miles in length, and dozens of smaller ones dotted within its boundaries. Abounding with interesting fauna and flora, it is a protected area which is truly a priceless asset at the doorstep of the capital.

As you survey this great parkland you are perhaps wondering what

this has to do with Ottawa City, capital of Canada. It is a valid subject for conjecture. Many years ago, in 1927 to be exact, the Government of Canada foresaw that the region around Ottawa was destined to grow into what we now call a metropolitan area. Planning on a regional scale (embracing many municipalities, not just one central one) has now become accepted.

The Government of Canada in 1927 empowered the Commission to spend funds in the City of Hull across from Ottawa, and in subsequent legislation increased the area in which the Commission might exercise influence to its present size, 1,800 square miles, about the size of the Province of Prince Edward Island. The National Capital Commission in no sense controls all this area, but it is able to spend money, subject to Government approval, on planning and on certain projects within this region. Gatineau Park is one result of this legislation. While not truly "Ottawa", it is within the National Capital region, and is a valuable adjunct to the capital, wholly owned by the Government of Canada.

Greenbelt: Remembering that we are looking at the metropolitan area with a "bird's-eye" view you will observe what a large city Ottawa has become. When it was chosen

Winter splendour on Echo Drive.

Setting out on a ski trail in Gattineau Park.



capital of the Province of Canada in 1857 there were barely 12,000 people living here. Now, just a little more than a century later, there are 420,000. Considering the metropolitan area Greater Ottawa ranks seventh in population in Canada with a combined total of 418,339. It is growing at the rate of 15,000 per year and will have an estimated population of 680,000 by 1980.

Mr. Gréber recognized that this growth would occur and knew that the pattern in other great world cities was for them to continue to spawn suburbs on their outer periphery, on and on, ad infinitum. This inevitably puts a strain on municipal services of water and sewer, and presents untidy development at the borders of the city in perpetuity. An Englishman, Ebenezer Howard, in late Victorian days proposed the concept of a greenbelt to be imposed around a main city, and the development of smaller dependent communities spread out through the rural area beyond. This is an ideal solution to establish the borders of a growing community, and is still the subject of great debate among planners throughout the world.

In the whole field of planning there is a wide gap in experience between what is ideal (and sounds so beautiful on paper) and what is practical and can be realized. We have

a greenbelt around Ottawa. You can see it stretching in a band about two and a half miles wide from one side of the city to the other in a great band about twenty miles long. The land has been purchased from the previous owners all within the last three years. Approximately 26,354 acres were acquired up to June 1961 when the Government decided to complete the acquisition by expropriation thus bringing the balance of 6,818 acres under government control. The total area including the Ottawa Airport which is situated in the middle of the greenbelt is 41,000 acres. The word "greenbelt" is hardly descriptive, as what is planned is an area in which controlled development may take place.

You will see that the city has almost filled the area between the Ottawa River and the inner limit of the greenbelt. There the dense growth will stop. The inexorable pressure forcing continued growth will likely cause new towns to burst up out of the farmland beyond the greenbelt, and indeed two such have already been announced by developers. These will be "New Towns", starting from scratch with all the advantages of community planning, design and experience to guide their architects. The pressure for growth will also start massive renewal of the lands in the old

urban core of Ottawa and this is evidenced by the number of apartments that are being built at present. The apartments are going high, several being beyond ten storeys, in full assurance that there will be people to occupy them.

Only a future generation will be able to judge if the greenbelt is accomplishing its main purpose. However, extraordinary secondary benefits, beyond those it produces as a pure planning measure, are achieved:

1. All entrances to the capital now run through the greenbelt and the old plague of "ribbon development" on the main arteries is a thing of the past. The sides of the highways leading in, are now completely controlled by the National Capital Commission, and when they are all completed within the next five years, visitors will enter the city on beautiful arteries with not a trace of a billboard or a hot dog stand.
2. Ottawa City can now plan with certainty its capital budget programme because there is no question concerning its physical size in the future. The area has been determined.
3. The residents and visitors to the capital will, in the future, be treated to the finest system of urban parks anywhere in the world since virgin land now exists to construct recreation areas of adequate size for every need. These will all be within minutes of the city centre because of the relative proximity of the greenbelt. The farthest point is less than twelve miles from the Parliament Buildings.
4. The Government of Canada reflects the growth of our country. The increased demand on the part of Canadians for more services from their Government requires space for research, space for laboratories, space for museums, libraries and a bewildering array of administrative offices. This space, while largely provided for within the city limits, is available within the greenbelt if necessary.
5. No one can know in this technological age what is around the corner. For a seat of Government resident within a metropolitan area to have thousands of acres of space available is a priceless advantage.

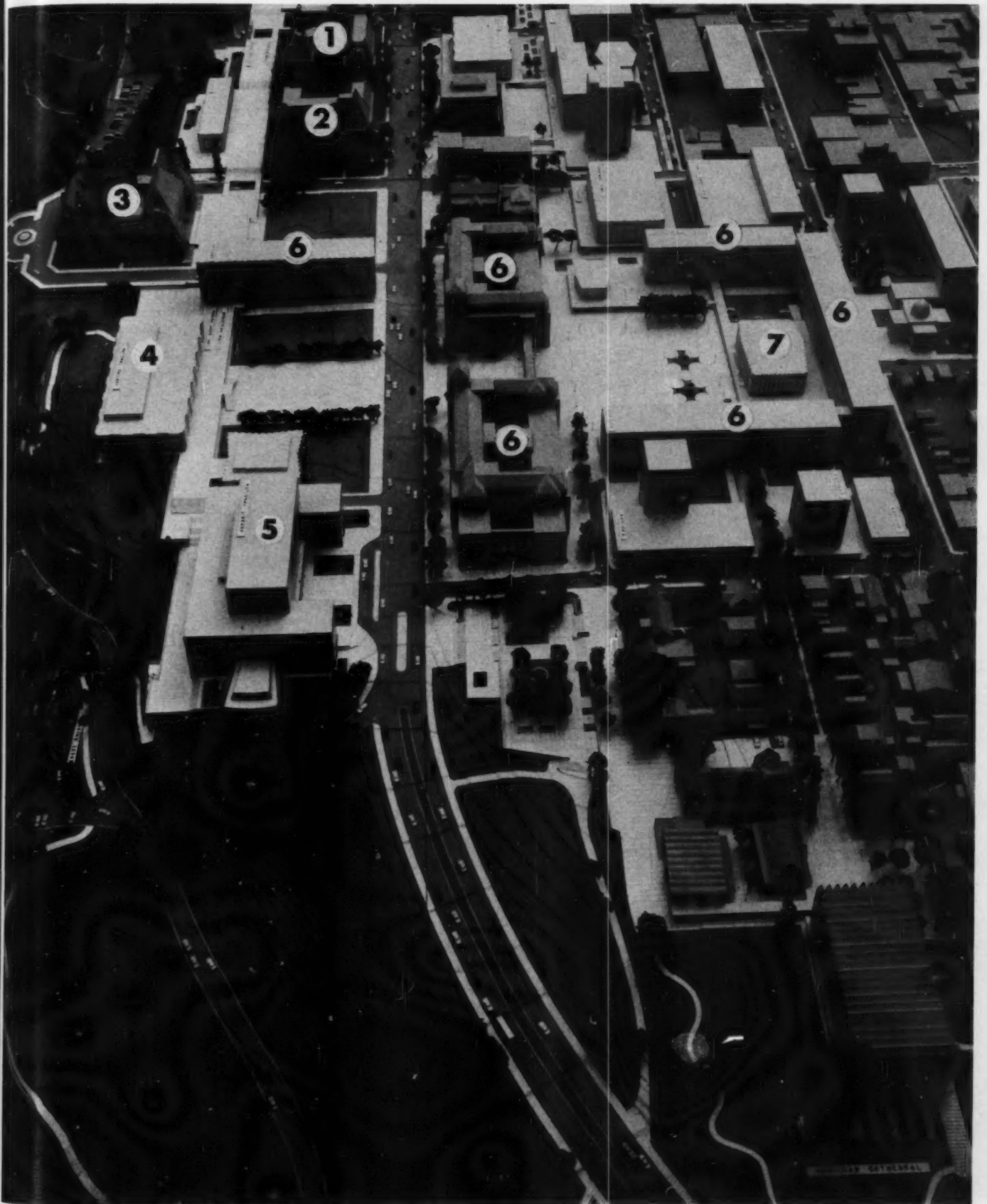
Government Building Programme: As Otta-

wa's chief industry, the Government of Canada has, of course, a great investment in plant in the capital area. The location of the major government buildings may be seen from the air. To the south is Confederation Heights, a 23 million dollar group housing the Department of Public Works, the Department of Fisheries, the Post Office and shortly the Department of Northern Affairs and the Department of Transport.

To the east may be seen the 200-acre site occupied by the National Research Council with its many futuristic white buildings rising within the area; Central Mortgage and Housing Corporation and the Forest Products Laboratory are located adjacent to



The present day (above) and proposed (right) views of Wellington Street looking east. The three rectangular blocks of government temporary buildings (left centre, above) could be replaced by (right) the National Gallery (4), the National Library (5), and an office building (6). Other numbered buildings are (1) Confederation Building, (2) Justice Building, (3) Supreme Court, (6) office buildings, (7) Concert Hall. The darkly shaded buildings (except the Anglican Cathedral, lower right) are those now in existence.



the National Research Council. In the west, along the banks of the Ottawa, is Tunney's Pasture where the Bureau of Statistics and the Atomic Energy Corporation reside. Here you may see rising a new nineteen-storey headquarters building for the Department of National Health and Welfare. It will be the highest building in Ottawa.

Across in Hull, near the edge of Gatineau Park, is the giant plant of the Queen's Printer. Other sites exist for government buildings that are still pasture land within the limits of both cities.

All these sites just mentioned were set aside through the efforts of the capital planners. Realizing the great expansion in government service that was due following World War II, it was planned to buy the land required in advance of need. The city in most cases, has grown up around these building sites, and their acquisition at such an early stage, surely, was one of the paramount acts of wisdom of the Government. This kind of planning for growth is not an accidental thing. Vision, planning, experience and hard work must combine to reach such a fruitful objective. One of the mandatory powers of the National Capital Commission is "the control and development of government lands within

the National Capital Region". This it has done well.

Railways: Ottawa grew up in the age of steam and steel. The heritage which this age left to the present generation which is wedded to the internal combustion engine, is a maze of railway lines and yards. This is very frustrating to the motor vehicle operator today. Level crossings, streets blocked by railways are everywhere present. The land occupied by the rail yards is located at the heart of the city and since it was so long associated with steam and soot, this land appears run down and desolate. The land adjacent to it reflects this as well, since owners are discouraged from building and maintaining nice accommodation when their neighbour is the railroad.

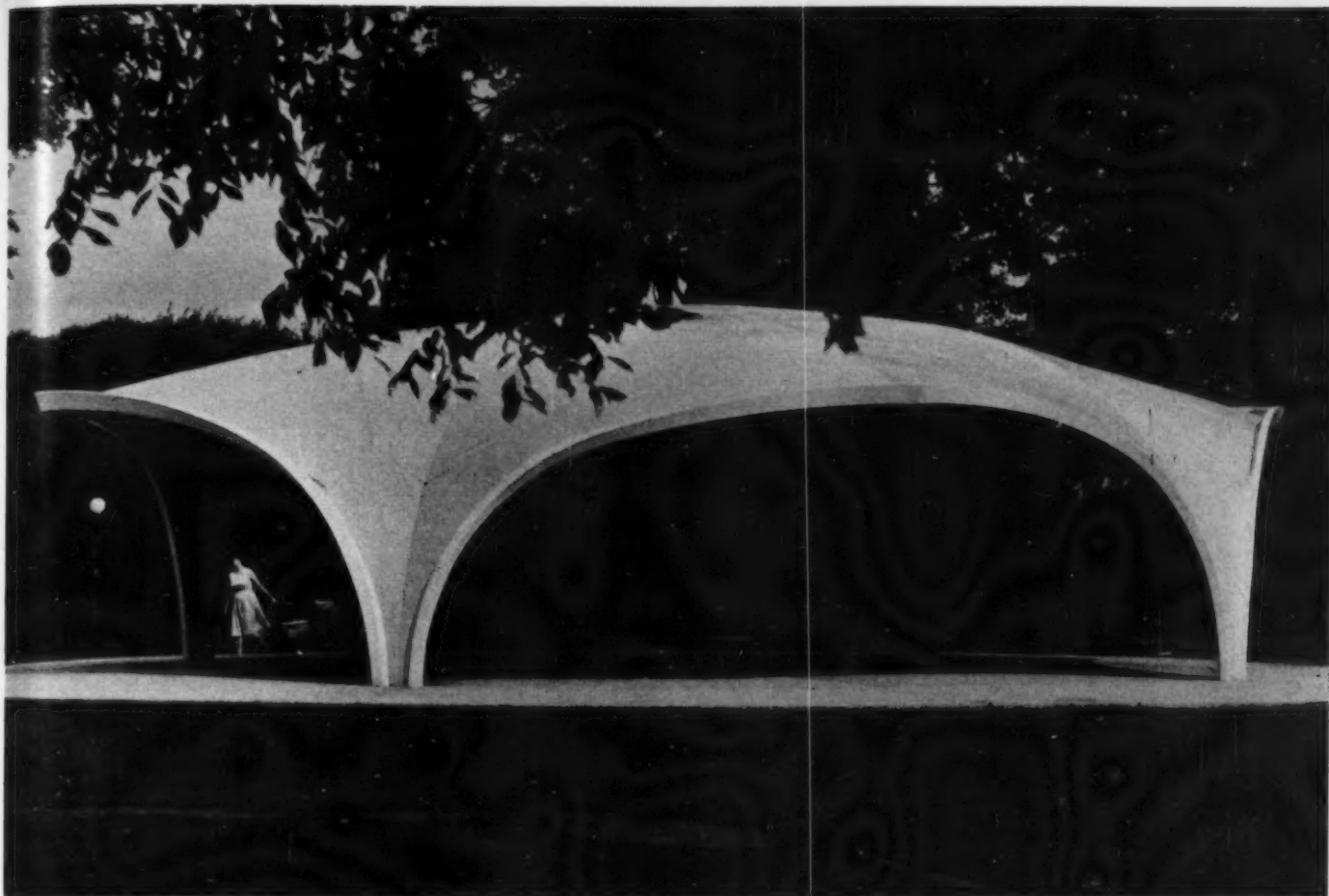
Planners viewing this scene in the capital, long ago agreed that many of the rail facilities should and could be eliminated. After patient study and negotiation the National Capital Commission has completed an agreement with the Canadian National and the Canadian Pacific Railways that will accomplish a near miracle. The following work is now assured:

1. Removal of all rail lines but one from the heart of Ottawa.
2. The depression of this one line in a tunnel for a significant part of its length.
3. Union of the two rail facilities into one Union Terminal Company.
4. Construction of a new Union Passenger terminal and a new location two miles south of Parliament Hill, more closely located to the heart of the population than before.
5. Construction of a new freight piggy-back and express facilities removed from the central area but adjacent to new traffic arteries.
6. Many new overpass and underpass structures so that the rail lines are separated from the highways, thus eliminating the majority of level crossings.
7. Release of miles of right of way for highway or parkway use.
8. Release of great areas formerly used as yards, now available for redevelopment with a variety of exciting alternatives for their use.

You can now see the Queensway, a modern,



The Rideau Falls at the point where the Rideau River enters the Ottawa River. The National Research Council administration building is in the background.



A mushroom-shaped pavilion made from plastic in Strathcona Park.

Vincent Massey Park provides ample space for party outings and picnics within its borders.





Old Chelsea section of the Gatineau Parkway winding its way under the new Kingsmere overpass. Paving was completed in September 1961. Work on this section started in the winter of 1958-59.

Right:—The newly-paved road to Lac Philippe passes through much attractive countryside.

ultra-sophisticated throughway cutting right across Ottawa for seventeen miles. You will observe the east and west thirds of this limited access road are now completed. The right of way used to be a rail line, and it could not have been acquired without exorbitant expenditures for private property if the railway had not been moved south outside the concentrated area. The Queensway is one of a number of examples where the responsibility and the costs are shared by three levels of government—federal, provincial and municipal.

Railway moving of this kind has been undertaken in Moncton and is under way in

Toronto. In Ottawa it has reached its highest development, and while rather unglamorous work, represents a great achievement for planners and engineers.

Parks and parkways: Within the borders of Ottawa and Hull may be seen a number of beautifully tailored parks developed by the Commission to provide urban settings for family recreation. Hog's Back and Vincent Massey Parks located in the south end of Ottawa adjacent to Confederation Heights are examples of this type of facility. Many other parks throughout the city which were previously operated by Ottawa City, are now



Two good sandy beaches and extensive camping facilities are provided for the public at Lac Philippe in Gatineau Park.



managed by the National Capital Commission; Strathcona Park beside the Rideau River on Range Road typifies these.

Parkways throughout the built-up area now under twenty-four miles. Land for future parkways has been acquired and like the land acquired for government building this land is now surrounded by city dwellings. The Commission parkways are limited to passenger vehicles only. The new ones have wide right of ways, many up to 400 feet, and there are completely directional lanes for traffic with a median strip that varies both in elevation and width. This parkway system will ultimately ring the city providing pleasant drives and easy access as well to all major government building areas and new residential subdivisions.

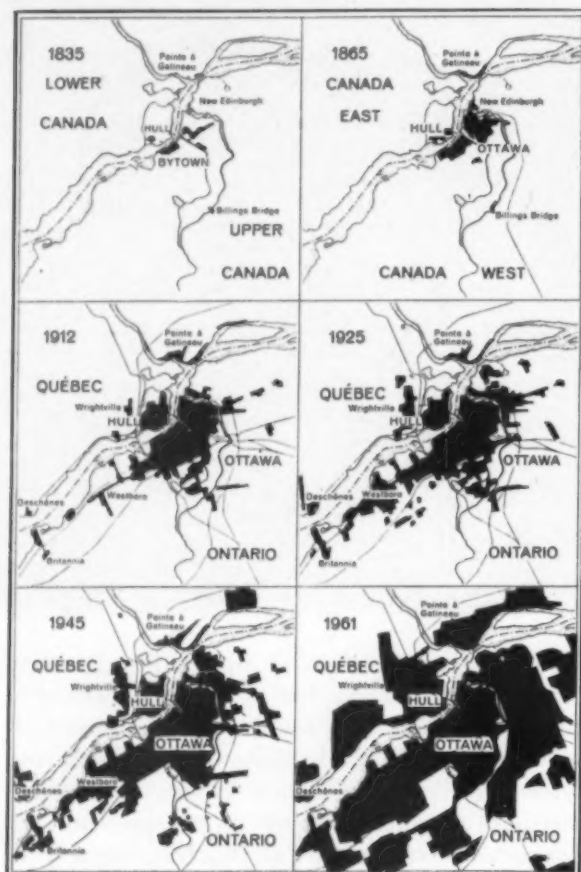
In Gatineau Park the Parkway system is well advanced with twenty-two miles of paved parkway, winding and climbing past upland lakes and breath-taking vistas of the Ottawa Valley 1,100 feet below.

In all seasons of the year the Gatineau Parkway built and maintained by the National Capital Commission is a delight, and presents the tourist with a rewarding experience in unspoiled Canadian wilderness.

History: Mindful of our vanishing heritage of buildings of historic or architectural importance the Commission has embarked on a programme of inventory of such sites. The very best of these are to be purchased and

restored, and finally set up as interpretive centres of Canadian life of the last century. Plans are under way for the establishment of an historical Confederation era precinct on Sussex Drive where four blocks are to be restored in such a way as to present an appearance unique in Canada. This area is to be owned by the Commission and space in the stores and offices will be rented to discriminating tenants. Another historic area that is to be restored is Richmond Landing where Ottawa commenced in 1818. A log compound will be reconstructed here to remind visitors that the capital of Canada is a relatively young capital, with its roots traceable through only 150 years of history. This pioneer "village" together with adjacent Victoria Island will provide together with Sussex Drive the other half of an historic frame for Parliament Hill and the Peace Tower, Canada's true recognizable and respected symbol.

We have viewed all these things and have not yet heard the word "tulip" mentioned once. This is another symbol of Ottawa that stems from the great tulip display every spring. The National Capital Commission maintains tulip beds on government grounds and alongside parkways which produce actually millions of blooms every year. The tulips are followed by skilfully arranged annuals and perennials and the whole effect created on that part of Ottawa City over which Canada has sovereignty, is one of colour and beauty.



All of the things we have been looking at require vision, planning, experience, hard work and money. No ordinary municipality with ordinary financial resources could strive to achieve its ideal development on the scale that has been exercised in Ottawa. It has been necessary to apply the financial ability of the Government of Canada itself to accomplish this. In contributing such significant amenities to Ottawa City the Government of Canada has sought to discharge its responsibility to the people of Canada, who want to have their one perfect city.

Where Ottawa City has proposed roads and bridges vital to the life of the city, in many cases the Government of Canada has contributed a significant portion of the cost. Thus many main arteries in Ottawa and many fine bridges constructed within the last decade, were made possible by the financial partnership of Town and Crown. As well of course, all government property in Ottawa is evaluated by the City Assessment Commissioner and on the basis of his assessment the Municipal Grants branch of the federal Depart-

*Left:—The growth of the Ottawa-Hull urban region.
Below:—Sussex Street around 1896.*



ment of Finance pays the city a grant that would be equal to its tax bill were it an ordinary taxpayer. In the current year this grant will exceed five and one half million dollars. The Government of Canada is paying its way in Ottawa City.

Thus Ottawa, the capital, Canada's near-perfect city is coming into being. Ottawa City goes on as well, inextricably wound in and about the National Capital concept, well run, supplying fine services to its residents. The Government of Canada goes on too, fulfilling its role as central government by legislation, debate, judicial decision and administrative action. All these three go forward concurrently and their efforts may be enjoyed and even admired by every visitor.

If I may be permitted a personal reflective observation, I would like to observe that since my first association with the Commission in 1927 when Canada had a population of nine million people I have seen incredible changes. Canada has grown to an estimated 18,085,000 people. Ottawa City has grown by 131,000 persons to its present population of 258,492. The permanent staff of your Federal Government Agency working to improve the capital has grown from two senior officers and a body of 125 men, to seven senior officers and a staff of 600. It has been a price-less privilege and an experience of great reward to have been intimately associated with the planning of Canada's capital during this period of great dynamic growth.

It is comforting to consider that however uncertain history may be, however precarious a place a nation may hold in the ebb and flow of world affairs, there is one element of national life that endures all stress and conflict and always emerges to live on. The Nation's capital. Ideas endure generations of attrition. So do symbols. The capital of Canada, a symbol of Canada and an embodiment of the mystique of her people will endure.

The new chairman of the National Capital Commission, the Commissioners who have been my colleagues, the staff that have supported me over the years, and all those in the future who may be attracted to dedicate their lives to public service in capital planning and development can be assured that their work will be challenging, exciting, and fruitful.

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1. Population of Ottawa in	1867	18,000
	1899	87,062
	1927	126,872
	1961	258,492
2. Area in Municipal Ottawa	1867	1,500 acres (est.)
	1899	3,295 "
	1927	5,099 "
	1946	5,128 "
	1961	27,224 "
3. Miles of river front owned by NCC:	36.	
4. Miles of urban parkway built:	24.	
5. Miles of Gatineau Parkway built:	22.	
6. Miles of RW acquired for future parkways:	27.	
7. Miles of rail line released by railway relocation:	32.	
8. Areas of strategic railway yards released:	127 acres.	
9. Number of farms owned by NCC:	220.	
10. Number of Government buildings landscaped by NCC:	140.	
11. Total NCC budget since 1899:	\$91,592,173.	
12. Total NCC budget in current year:	\$21,345,000.	
13. Total on land to date:	\$45,000,000.	
14. Total on capital projects:	\$25,000,000.	

OBJECTS AND PURPOSES

To prepare plans for and assist in the development, conservation and improvement of the National Capital Region in order that the nature and character of the seat of the Government of Canada may be in accordance with its national significance.

POWERS

PERMISSIVE:

1. Buy, hold, administer, develop property.
2. Dispose of or lease property, conditionally if required.
3. Build and operate parks, highways, parkways, bridges, buildings and the like.
4. Build railways in the National Capital Region under a plan.
5. Deal in railway facilities: establish agreements with railways for use of railway facilities.
6. Expropriate property with approval of Governor-in-Council.
7. Pay grants not exceeding equivalent local taxes on real property, including parks, squares, highways, parkways, bridges, etc.
8. Pay grants not more than local taxes for land in Gatineau Park.
9. Maintain and improve property of NCC and federal departments and agencies.
10. Co-operate with municipalities and others through joint projects or grants for property development, improvement, maintenance.
11. Build, operate or grant concessions for amusements, recreation, refreshments on NCC property.
12. Administer, preserve and maintain historic places or museums.
13. Conduct planning research and investigation in National Capital Region.

MANDATORY:

1. Co-ordinate development of public lands in National Capital Region under a plan.
2. Review all proposals for location, building or additions on public land in National Capital Region.
3. Review all buildings by federal departments or agencies in the National Capital Region.
4. Approve all erections, site plans, and locations, etc. for work or public lands in National Capital Region.





Old Christmas Customs in Nova Scotia

by HELEN CREIGHTON

Photographs by the Nova Scotia Film Bureau

WHEN YOU were a child did your Christmas stocking, like ours in many parts of Nova Scotia, contain an apple in the toe, an orange in the heel, nuts, raisins, a potato and a lump of coal? Not everybody had these last two items, but our family did, and people had them at Clark's Harbour down the western shore and at Sydney. We supposed the potato and lump of coal were a joke but, finding them in widely separated places, they must have had some earlier significance, the potato perhaps for health and the coal for luck.

Many customs came from abroad like Lunenburg's belsnickling which has spread far beyond that county. The German *peltz-nickle* came from the custom of men dressing in ox hides with horns and beards. They tied bells around their necks and wore belts of ravelled rope and oakum. The festivity was not unlike the European feasts of Saturnalia and the later mummers' plays. Women dressed like the Wise Men and carried gifts. They were known as Kris Kringles, a name also given to a Christmas raisin cake made at Rose Bay. Children taking part had to kneel when they entered a house and say their prayers, and indeed in Germany gifts for children were supposed to be brought by the Christ-Child who made them recite a hymn or verse of Scripture. Belsnickling in its later form has meant dressing up, guessing the names of visitors, and receiving treats.

Mummers were also known in Nova Scotia. At South East Passage near Dartmouth, two lines of a mummer's play were recalled and that was all, but at New Haven in northern Cape Breton they called themselves mummers and went around dancing, carrying bags for treats. They dressed in old clothes and coloured their faces black and white with rolled oats and soot or, if they preferred, they simply disguised with veils. Beginning with Christmas Eve, celebrations continued for a week.

The village church awaits its Christmas worshippers.

Peggy's Cove belsnickled for a week and if the people had no old clothes to wear they turned their good ones inside out. As Lawson Innes said, "We always had two or three fiddles and would sing bytimes, and occasionally would make a song up. Rube Dobbin could do that; he was Santa Claw. We made our own decorations and children hung their stockings all round the chimney corner, oh my, mighty yes!"

Decorating the tree meant making chains of coloured paper and, as at Port Medway, stringing rose hips, cranberries, and popcorn balls. At Hall's Harbour stockings were on special nails over the fireplace. Stockings usually received gifts, but shoes were put out at Riverport, and plates at Ironbound with a gift for Santa on each plate. At Granville Ferry in Annapolis County children left food for Santa and put pieces of thread up the chimney for Mrs. Santa to use in making dolls' clothes. Probably, as at South Side on Cape Sable Island, where stockings were tied to a chair or table leg to prolong the fun, the threads went like notes up the back of the stove where the draught would draw them without burning. Here too when the children awoke the father would slip outside and blow a horn which was supposed to be Santa going away. "That was the time we scrambled (scrambled)."

There were tiny coloured candles fitted into metal holders and clipped to the tree, throwing their soft light over the room, a breathtaking sight. Northwest in Lunenburg County was noted for its miniature farm scenes enclosed by a fence, and including a church and oxen carrying loads of lumber. In other houses oxen were part of a manger scene. Tree decorations at Danesville in Queen's County were placed upon the graves, probably to let the departed know they were not forgotten.

Carols seem to have been reserved for churches. Until recent years I have never heard of them being sung outside. Nevertheless music was everywhere as at Port La Tour with harmonica, tambourine, and violin. At Mahone Bay an autoharp and triangle were added to these instruments. Music and step-dancing were so lively the telephone lines were kept open so others could hear the festivities. Sometimes ox bells were carried—

anything to make a noise. Some communities like Peggy's Cove and Clark's Harbour had a resident who could make comical songs up about recent local events. He was a "Santa Claw" and the festivities were "Santa Clawing". Men like Dennis Smith and Tom Young at Chezzetcook and Petpeswick made a Christmas rite of sitting beside a table and swinging clasped hands as they sang together their beloved long narrative ballads.

Here at Chezzetcook and Petpeswick, too, where there are French antecedents, they ate a Christmas dish called "garteau", similar to one made in the province of Quebec. Called a joining spree, this followed the Christmas mass. The people danced plain sets, lancers, polkas, and waltzes to the tune of the fiddle and played the card game so popular in this province, "forty-fives". Garteau was preferred to turkey, and Mrs. Clergy said, "It is made in a long deep pan and we put everything in like birds, rabbits, and pork, and we put pastry on top."

At Lower Ship Harbour, people also played "forty-fives" with prizes of chickens or ducks. New Annan near Tatamagouche had a dance called a ball with presents for all, handkerchiefs, stockings, neckties, and bags of candies. At twelve o'clock meat, loaf bread, pie, tarts, cookies and pound cake were served.

Celebrations at Devil's Island in Halifax Harbour began with visits where a different chairman was chosen for each house who had to sing whether he could or not. Singing and dancing went on in the lighthouse for a week. At East Berlin in Queen's County people also celebrated for a week, the men wearing what they called a special rig. The men must have looked very fine in knee breeches, swallow tail coats, and silk hats. Wherever they went they stopped for food and danced to the sound of bugles, drums, horns, and fiddles. At Chebucto Head the men fired guns and sang old songs. Treats here as elsewhere might be alcoholic, but one group of fifty young men were known as the "Spruce Beer Gang."

Target shooting with a breech or muzzle loader was done at Sambro, Pennant, and Turner's Cove near Halifax, at Ship Harbour on the eastern shore and at Milton and Eagle's Head in Queen's County with various prizes like turkey, goose, or sheep. Rural people often speak of First and Second

Christmas sometimes, as at Spry Bay, having on Old Christmas (Epiphany) their feast of roast goose and plum pudding made in a bag. At Acadian Pubnico on Old Christmas there were special biscuits containing two beans or two cents, and the first two persons to find them would be crowned king and queen; this might prophesy they would be the first couple from the party to be married. At Blanche in Shelburne County Epiphany is called Little Christmas.

Micmac Indians at Lequille and Bear River had their celebrations too with "sports like playing cards and dancing. We would begin with old-fashioned eights and end with war dances." War whoops and Christmas seem strange companions. Christmas, New Year, and Old Christmas were kept by these Indians, with the "real great times" reserved for the latter.

At one time two hundred people were lobstering at remote Seal Island, so a group from Cape Island sailed over to bring them cheer. "They were forelaid (prepared) for us with a white cloth on the table and the best kind of a meal with pie, cake, and mutton."

Years ago there used to be many oxen in Nova Scotia and most owners knew the old belief that oxen kneel at twelve o'clock on

Christmas Eve. Some say they talk at that time, but that what you hear will in some way cause your death. In fact this happened at Hebbville where the owner was so wrathful at what he heard that he raised his axe to kill his ox, but missed his mark and the axe killed the man. More common is the story from Eastern Passage and one like it from Cape Breton where the owner heard them say, "This time to-morrow we'll be drawing wood to make our master's coffin." In each case—and this has happened in Europe too—the owner was so frightened that he died.

Finally here is a story from Antigonish that leaves a pleasant sense of mystery. Many years ago five people set out on Christmas Eve for midnight mass, and followed the railway track because the heavy snow had been cleared there. When they came to the trestle bridge it was so dark that it was dangerous to go on. They stood for ten minutes wondering what to do when a bright light appeared above the trestle so diffused that they could not tell where it came from, although it was not unlike a huge star. It definitely was not a train, but it lit up the whole bridge until they reached the other side. All five marvelled to the end of their days, and wondered if they had seen a Christmas miracle.

Fishermen at sea think back upon the joys of Christmas.





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EDITOR'S NOTE-BOOK

Commencing in January 1962, the *Journal* will appear in a new format which we hope members and subscribers will find attractive. The cover design is being changed and the make-up of the pages will have three columns instead of the present two. Type is being changed from our present Scotch Roman to Times Roman, which is a more modern type face and we think easier to read.

* * *

Camera enthusiasts will have noted the advertisement for the Alpa camera that appears at the front of this issue but you may have been reluctant to mutilate your *Journal* by clipping the coupon. If you are writing to the firm instead, please mention the *Canadian Geographical Journal* as such mention assists both the *Journal* and the advertiser.

* * *

Jacques L. Coulon (*The Footsteps of Louis Hémon, the Country of Maria Chapdelaine*) was born in Paris, France, but has made his home in Montreal for a number of years. He is a free-lance writer who contributes regularly to about six French language periodicals in Canada, and to several in Europe.

* * *

Robert F. Harrington (*The Kootenay Area of British Columbia*) is a High School teacher by profession. He was born in New London, Connecticut, and received his education at Bates College, Maine, and at the Universities of New Hampshire, Idaho, and Washington, studying geology, zoology, and education. Mr. Harrington is a field naturalist by avocation and operates a bird-banding station in Kaslo, British Columbia, in co-operation with the Canadian Wildlife Service.

* * *

Alan K. Hay (*The National Capital Plan, A Progress Report*) has just recently retired as Chairman of the National Capital Commission. Mr. Hay graduated in Civil Engineering from McGill University, and served as an officer in the Royal Canadian Engineers during the First World War. Since then, he was actively en-

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gaged in the development of Ottawa as a national capital for over forty years, first as Assistant Engineer with the Ontario Department of Highways, later as Chief Engineer of the Ottawa Suburban Roads Commission, as Consultant Engineer to the Federal District Commission (1927), as Chief Engineer, Director of Planning and General Manager (1954), and finally as Chairman of the National Capital Commission (1960-1).

Since 1927, Mr. Hay has seen the staff of the commission grow from 150 to its peak of 700, and the annual expenditures rise from approximately \$200,000 to the present fiscal budget of \$17,000,000. He has assisted in guiding the commission through its earlier period in rebuilding the Drive-way system and the redevelopment of the National War Memorial area, and in the post-war period with the implementation of the National Capital Plan. The plan includes among other things, the railway relocation project, the Greenbelt area, the Gatineau Parkway, and undertakings such as the Queensway which are shared jointly with other authorities.

Mr. Hay is recognized in Canada as being an authority on highway research, having been for five years Chairman of the Highway Research Committee of the Ontario Research Council, and at present being a member of the Joint Highway Research Committee of Queen's and Toronto Universities and the Ontario Department of Highways. He is a life member of the Ontario Good Roads Association, a member of the Advisory Technical Committee of the Canadian Good Roads Association, the Ottawa Suburban Roads Commission and the Ottawa Area Planning Board.

* * *

Helen Creighton (*Old Christmas Customs in Nova Scotia*) who lives in Dartmouth, Nova Scotia, has been a folklorist since 1928. She has made disc recordings of folklore in Nova Scotia for the Library of Congress at Washington, U.S.A., and since 1947 has collected and recorded folklore for the National Museum of Canada. Her publications include: *Songs and Ballads from Nova Scotia*, *Traditional Songs from Nova Scotia* (in collaboration with Doreen H. Senior), *The*

Folklore of Lunenburg County, *Blue-nose Ghosts*, and *Maritime Folk Songs*. She is currently working on two books on the folklore of Grand Manan and a collection of Gaelic songs from Nova Scotia.

In recognition of her work, she has received honorary degrees from Mount Allison University in New Brunswick, and Laval University, Quebec.

* * *

AMONGST THE NEW BOOKS

The Outermost House

by Henry Beston

(Macmillan of Canada. 221 pp. \$1.25)

The reissue of this well known book deserves the gratitude of the reading

public towards the Viking Press, for they have now included it in their Viking Explorer Books, which means that it is available at a price, format, and style of print that is agreeable to everybody. *The Outermost House* has become a modern classic because of its all embracing appeal. Scholars and scientists, cobblers and tinkers may read it with equal enjoyment, for it was, as the author tells us, "first set down in long hand on the kitchen table overlooking the North Atlantic and the dunes." The author lived alone for a year on the Great Beach of Cape Cod where he built himself a little house that was indeed the "outermost" on the edge of the Atlantic, but because he knew how to find

(Continued on page IX)

THE QUEEN'S CHOICE

"A Story of Canada's Capital"

by

Wilfrid Eggleston

Prepared for the National Capital Commission

This superb volume is a record of Ottawa as the Capital City of Canada from the moment it was chosen by Queen Victoria, to the eventful period of growth after the Second World War, and its future aspects. (Publié aussi en français.)

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(Continued from page VIII)

companionship in the wild life around him he was never really alone. The sea birds were his special friends, but the waves, the surf, the winds, the clouds and storms all spoke to him of the ceaseless work in nature of which he and they were equal factors in the cosmic scheme. Nor was human companionship lacking when needed, for Cape Cod has a coast so wild and dangerous that it needs many coast guard stations to befriend distressed ships. These stations are manned by guards who spend their lives in bringing hope and help to storm-tossed vessels, and who show unfailing courage in their grim, tough tasks of rescue work and salvage. They work with the newest equipment, but the conditions are as old as the Atlantic itself. Through the vision of the author's mind and the unadorned skill of his pen, we are shown the interrelation of all these phases of life. He has the supreme gift of seeing things in true proportion and therefore finds a harmony in the whole cosmos which is too often obscured for most of us by the materialistic exigences of urban life today.

SYLVIA SEELEY

* * *

Ordeal by Ice

Edited by Farley Mowat

(McClelland & Stewart, Toronto.
364 pp. \$6.00)

From the annals of Arctic exploration and the books and journals of the early adventurers who went north by sea, Mr. Mowat has culled an excellent selection of accounts of men who underwent an "ordeal by ice" while seeking the North West Passage. The book covers the three hundred years between the time Frobisher first probed into the bay that now bears his name to the period when William Hall "went native" among the Eskimos of Baffin Island.

Many of these accounts have lain too long in volumes inaccessible to the general reader, and Mr. Mowat deserves great credit for presenting such a vast amount of good reading in such an attractive form. Jens Munk wintered in 1619-20 near the site of Churchill, and saw his men die one by one, until only he and two others remained alive to sail a ship back to Denmark; his first person account of that terrible winter is one of the best sections of the book. The shorter account of the voyage of Captain Knight who disappeared with his whole expedition on the west coast of Hudson Bay in 1719 gives a glimpse of an almost unknown and unchronicled Arctic disaster.

More than anything else, these

(Continued on page XI)



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(Continued from page IX)

accounts show the early seekers after the North West Passage as human beings, and not as stiff figures in an Arctic landscape. The wily Abacuk Prickett, "who lived to come home", gives his account of why Henry Hudson was sent to his death—and a very plausible account it is too. The perils of Arctic whaling are described in an excerpt from Scoresby's "The Northern Whale-Fishery", and in the horrifying account by Hall of what befell some runaways from a whaling ship. The human side of the Franklin Search is recounted in a delightful excerpt from Sherard Osborn's *Stray Leaves from an Arctic Journal*.

This anthology can be likened to a string of beads, beads of superb quality that sparkle and delight. The string, or connecting narrative written by Mr. Mowat, however, rather spoils the effect. On the first page of the Prologue, the writer blandly asserts that in 1954 HMCS *Labrador* "accomplished a feat unequalled by any other vessel before her time as, in a single season, she forced her way around the top of the continent, through the high-latitude channels of the North West Passage". Later on, Mr. Mowat gives his ideas on what happened to the survivors of the Franklin Expedition. These ideas, while interesting, appear to have absolutely no basis in fact.

It is a pity that a writer of Mr. Mowat's ability did not take the time to discover a few more facts about the Arctic, and especially about what is going on there to-day, and so make his connecting narrative less dogmatic and more informative. As the book stands, however, it is an impressive contribution to Arctic literature and can be enjoyed by anyone interested in the Arctic, and in man's struggles with the ice.

The maps are excellent and well keyed to the text, but the book lacks an index.

J. R. Lortz

The Lonely Land by Sigurd F. Olson

(McClelland & Stewart, Limited,
Toronto. 273 pp. \$4.95)

Most Canadians, surely, have thrilled to such names as Ile-à-la-Croix, Pelican Narrows and Cumberland House. They are indelibly engraved on the pages of Canadian history, in the story of the fur trade and the *voyageur*. To the reviewer, perhaps more than to a majority of Canadians, those names and this book, *The Lonely Land*, bring a sharp tug to the heart-strings, for it was one of the cherished hopes of youth to make this very trip recorded along the Churchill River.

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Six modern day *voyageurs*, the author their leader or Bourgeois, paddled in three 16-foot canoes the entire distance from Ile-à-la-Crosse to Cumberland House along the Churchill River, which was the major highway of the Athabasca fur brigades. The story of their day-by-day experiences, whether the preparation of a simple meal, with bannock and fish chowder, or the running of a rapids, of which there were many, is told simply but with feeling. The author recaptures for the reader something of the spirit of the early fur trade days, and gives frequent and appropriate quotations from the journals of those early travellers. They, however, had not the benefit of the reader, of the philosophies of the author, that have made him known and warmly respected throughout the continent.

It would be presumptuous of the reviewer to attempt to summarize this book. It is a warm, rich, day-by-day account of modern day men challenging and living with nature, not for money or publicity but just because they love the out-of-doors. The comment by one of them "I went along to iron out the wrinkles in my soul, . . ." exemplifies not only the *raison d'être* of the trip but the whole tenor of its accounting by Sig Olson, the Bourgeois. Illustrated as it is by the magnificent drawings of Francis Lee Jaques and free from typographical error, this book will bring both pleasure and deep appreciation to every person who feels deep down the call of wild areas.

W. WINSTON MAIR

Mr. Mair is Chief of the Wildlife Service in the Department of Northern Affairs and National Resources at Ottawa.

* * *

Recently Received from Publishers

Small Boat Through Sweden. By Roger Pilkington. (Macmillan of Canada, Toronto). This is a delightful book about the pleasant waterways of Sweden. The enterprise of these independent travellers sailing their own craft in foreign waters makes most refreshing reading.

* * *

Towards a Plan for the Tugela Basin. By Thorrrington Smith. (Town and Regional Commission, Natal). This is an elaborately prepared regional survey of the Tugela River Basin in Natal, written with a view to further the best development, and making the most of its varied riches. A folder of river maps is included.

* * *

Vancouver, from Milltown to Metropolis. By Alan Morley. (Mitchell Press, Vancouver). This book celebrates the seventy-fifth anniversary of the founding of Vancouver as a city. It contains much interesting local history, with many excellent illustrations and portraits.



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